

GRAIN DEALERS JOURNAL

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whole, gr., fld. seeds.*
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Manger & Co., J. A., grain, seeds, hay.*
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Wack & Co., Henry E., grain, hay, feeds.

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Worth-Gyles Grain Co., cash and future grain.*

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Jaquith, Parker, Smith & Co., wheat barley milo.
Marden & Co., C. F., grain brokers.
Taft, R. C., grain broker.

BUFFALO, N. Y.

Corn Exchange Members.
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Churchill Gr. & Seed Co., recvrs., shippers.*
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Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

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Mugge-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

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Gifford-Matthews Co., grain and grain pdts.*
King Wilder Grain Co., grain shippers.*

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Bailey & Co., E. W., grain commis'n merchants.*
Bartlett-Frazier Co., grain merchants.*
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Brennan & Co., John E., grain commis'n mchts.*
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Dole & Co., J. H., grain and seeds.*
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Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harvey Grain Co., corn and oats.*
Hitch & Carder, commission merchants.
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain & provisions.*
Logan & Bryan, options, cash grain.*
Lowitz & Co., E., grain commission.*
McKenna & Rodgers, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*

CHICAGO (Continued).

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Press & Co., W. G., grain, provisions, stocks, etc.
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Rosenbaum Grain Co., J., grain merchants.*
Rothchild Co., D., receivers & shippers.
Rumsey & Company, grain commission.*
Sawyers Grain Co., grain commission.*
Schiffman & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

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Blumenthal, Max, grain, feed, hay and straw.*
Brouse-Skidmore Co., grain, hay, feed.*
Early & Daniel Co., grain, hay, feed.*
Perlin Bros., want corn.*
Mutual Commission Co., hay, grain and feed.*

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Gates Elevtr. Co., The, recvrs. & shprs.*
Lake Shore Elevtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., recvrs., shprs. hay & grain.*
Union Elevator Co., The, grain and hay.*

DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.
Stagner Bros., recvrs. shprs. grn., hay, c. s. prod.

DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.*
Merchants Elevtr. Co., buyers-sellers all grns.
Purity Oats Co., buyers of grain.

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain & hay.
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator. We buy & sell grain & beans.*
Hingarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., recvrs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.

DES MOINES, IOWA.

Marshall-Hall Grain Co., grain commission.
Mid-West Consumers Grain Co., grain merchants.*
Tower, C. A., grain broker.

DETROIT, MICH.

Board of Trade Members.
Carson & Co., H. O., corn, oats, rye.*
Caughy-Jossman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., gr., hay congnts. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

Frank & Co., William, grain brokers.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., whole, grain, hay and mill pdts.*
Koehler-Twiddle Elevator Co., grain dealers.*
Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

HUTCHINSON, KANS.

Farmers Co-Op. Com. Co., commission merchants.
Gano Grain Co., grain merchants.
Hausam-Bateman & Co., grain buyers and sellers.
Hayes Grain Co., John, grain merchants.
Hugoton Elev. & Whse. Co., recvrs. shprs. milo, kafir.
Hutchinson Grain Co., grain merchants.
Kelly Mig. Co., Wm., millers of hard wheat.
McClure Grain Co., J. B., buyers and sellers.*
Pettit Grain Co., L. H., grain merchants.
Reno Flour Mills Co., millers and grain dealers.
Rock Milling & Elev. Co., receivers and shippers.
Russell Grain Co., commission merchants.
Southwest Grain Co., receivers and shippers.
Union Grain Co., grain merchants.

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Board of Trade Members.
Belt Elevtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.*
Hayward-Rich Grain Co., grain commission.
Heinmiller Grain Co., receivers and shippers.
Hill, Lew., strictly commission.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCardle-Black Co., grain merchants.
Minor, B. E., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

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Board of Trade Members.
Addison Grain Co., consignments.
Armour Grain Co., grain buyers.*
Aylsworth Grain Co., receivers, shippers.*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.
Clay (Frank B.) Grain Co., bedding-mill orders.*
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Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Ditts & Morgan, consignments.*
Ernst-Davis Grain Co., commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkner, recvrs. and shprs. of grain.*
Hall-Baker Grain Co., consignments.*
Hinds Grain Co., The, receivers, shippers.*
Langenberg Bros. Gr. & Hay Co., recvrs., shprs.
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Morrison Grain Co., consignments.*
Nellis-Witter Grain & Mig. Co., grain & feed.*
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, milo.*
Roehen Grain Co., E. E., consignments.*
Root Grain Co., consignments and futures.*
Secular-Rishop Grain Co., consignments.*
Simonds-Shields-Lonsdale Gr. Co., recvrs. expts.*
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Terminal Elevators, receivers, shippers.*
Twiddle-Wright Grain Co., consignments-futures.
Thresher Fuller Grain Co., grain commission.*
Vanderslice-Lynds Co., grain commission.
Western Grain Co., shippers (a specialty).*

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Beatty Brokerage Co., grain brokers.*

LAKE VILLAGE, ARK.

City Feed Co., The, whole, hay, grain & feeds.

LITTLE ROCK, ARK.

Board of Trade Members.
H. K. Cochran Co., receivers and shippers.
Cunningham Commission Co., gr., corn products.*
Darragh Company, hay, grain, mixed feeds.*
E. L. Farmer Co., brokers, hay, grain, mill feeds.
Munn-Burrow Brokerage Co., grain, hay, millfeed.*
George Niemeyer Grain Co., grain, hay and feed.*
J. F. Weinmann Mig. Co., wholesale gr. and feeds.

LIMA, O.

Pollock Grain Co., buyer grain, hay, straw.*

Riddle & Co., T. P., hay and grain.

LOUISVILLE, KY.

Board of Trade Members.
Bingham-Hewett Gr. Co., recvrs.-shprs. grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Fruechtenicht, Henry, hay, grain, mill products.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.*
Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.*
U. S. Feed Co., grain, hay, millfeed.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. F., grain and seed.*
Donahue Stratton Co., grain merchants.*
Godfrey-Blanchard Co., grain receivers.*
Kamm Company, P. C., barley and rye.*
Lyman-Joseph Grain Co., grain shippers.*
Moering Grain Co., grain and feeds.*
Rankin, M. G., & Co., grain and feed.*
Rialto Elvtr. Co., grain receivers & shippers.*
Runkel & Dadmun, grain commission.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Staback Co., grain com.*
Cargill Commission Co., grain commission.*
Carter, Sammis & Co., grain commission.*
Cereal Grading Co., grain merchants.*
Dalrymple Co., William, gr. com.*
Davies & Co., F. M., grain commission.*
Gatchell-Tanton Co., grain commission.*
Godfrey-Blanchard Co., grain recvrs.-shprs.*
Gould Grain Co., receivers & shippers.*
Hankinson & Co., H. L., grain commission.*
Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
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Scroggins McLean Co., corn and oats.*
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Zimmerman, Otto A., barley & oats my spec'ly.

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Steele Co., The J. H. W., gr. frt. brok. & forwdrs.*

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Produce Exchange Members.

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Brainerd Commission Co., consignments.*
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Jones & Co., M. B., buyers—quote us.*
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Morey, L. A., grain.*
Schwartz & Co., B. F., com'ian merchants.*
Therrien, A. F., broker.*

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Grain Exchange Members.

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Cozart Grain Co., C. B., grain merchants.*
Conyers Grain Co., grain merchants.*
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Langenberg Bros. Gr. Co., grain merchants.*
Maney Export Co., grain merchants.*
Marshall-Jacobson Grain Co., grain, feed, seeds.*
Mid-West Grain Co., grain merchants.*
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain mer., mlrs.*
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Perkins Grain Co., W. L., commission merchants.*
Polson & Co., C. A., commission merchants.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., com. merchants.*

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Cope & Kearney, grain commission.*

OMAHA, NEBR. (Continued).

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Fisher Rothschild Grain Co., corn and oats.*
Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers & commission merchants.*
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Merriam Commission Co., consignments.*
Miller Wilson Grain Co., recvrs. & shippers.*
Nye Schneider Fowler Grain Co., consignments.*
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., recvrs. & shprs.*
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Uplike Grain Co., consignments.*
Vanderslice Lynds Co., consignments.*

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Feltman Grain Co., C. H., grain commission.*
Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.*
Luke Grain Co., grain commission.*
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Warren Com. Co., consignments.*

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Lemont & Son, E. K., hay, grain, millfeed.*
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Smith, Monroe A., grain and feeds.*
Taylor & Bournique Co., shippers corn-oats.*
Young & Co., S. H., wheat, corn, oats.*

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Geidel & Leubin, grain and hay.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McCague, R. S., grain, hay.*
Walton Co., Samuel, grain and hay.*

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Albers Bros. Mfg. Co., millers & exporters.*
Globe Grain & Mfg. Co., grain, hay & feed.*
Kerr, Gifford & Co., Inc., grain exporters.*
Northern Grain & Warehouse Co., grain exporters.*
Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*
Ryer Grain Co., wheat, corn and oats.*
Stephens-Smith Grain Co., grain and bag dealers.*
Tri-State Terminal Co., general grain & bags.*

PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.*

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Beveridge & Co., S. T., grain, hay, feeds, seeds.*

SAGINAW, MICH.

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SEATTLE, WASH.

Alber Bros. Mfg. Co., millers & exporters.*
Lilly Co., The Chas. H., seed merchants.*
Pacific Grain Co., grain exporters.*

SEATTLE, WASH. (Continued.)

Ryer Grain Co., wheat, corn and oats.*
Tri-State Terminal Co., general grain & bags.*

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Gordon Comm. Co., T. P., grain dir. and broker.*
Great Western Grain Co., buyers and sellers.*
Holdridge Grain Co., receivers and shippers.*
Aunt Jemima Mills Co., A. J., hominy feed.*
Marshall Hall Grain Co., consignments solicited.*
McKee Lindley & Dunn Grain Co., commission.*
Mid-West Grain Co., pure soft wheat.*
Sloan Simmons Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Abban Burg G. & M. Co., flour, grain, millfeed.*
Brockman & Co., Arthur, grain commission.*
Dreyer Com. Co., fdg. stuffs, grain, seeds.*
Elmore Schultz Gr. Co., recvrs. & shprs. grain.*
Goffe & Carkener Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Ichtertz & Watson, grain, seeds and hay.*
Marshall Hall Grain Co., grain com.*
Mason Hawpe Grain Co., grain merchants.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Teasdale Com. Co., J. H., recvrs. & shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.*

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Board of Trade Members.

Button Co., L. C., grain commission.*
Bailey, Walter H., Grain Merchants.*
Flanley Grain Co., grain and commission.*
King Elevator Co., receivers & shippers.*
McCaull Dinsmore Co., commission.*
McCaull Dinsmore Co., all kinds of grain.*
Quinn-Shepherdson Co., grain commission.*
Rumsey & Co., receivers of consignments.*
Slaughter Burk Grain Co., receivers, shippers.*
Taylor & Bournique Co., buyers and sellers.*

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

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Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain recvrs., shippers.*
Zahn & Co., J. F., grain, seeds.*

WICHITA, KANS.

Board of Trade Members.

Beyer Grain Co., consignments & mill orders.*
Blood-Pickering Gr. Co., consignments, mill orders.*
Clark Burdg. Gr. Co., consignments.*
Clark Grain Co., C. M., all kinds grain and feed.*
Craig Grain Co., J. W., consg. & mill orders.*
Evans-Williams Grain Co., grain & mill feed.*
Groth, Samuel C., milling wheat & feed.*
Hayes Grain Co., John, Okla.-Kan. wht. for mills.*
Kansas Flour Mills Co., receivers & shippers.*
Kansas Milling Co., millers & grain merchants.*
Kelly Grain Co., Edward, grain & mill feed.*
Koch Grain Co., Geo., milling wheat.*
Kramer Grain Co., receivers & shippers.*
Raymond Grain Co., consignments.*
Strong Trading Co., wholesale grain & feed.*
Wallingford Bros., receivers & shippers.*
Warwick Grain Co., "always have a bid."*
Wichita Flour Mills Co., millers & gr. merchants.*
Wichita Terminal Elev. Co., gen'l elev. business.*

WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whirs. gr. & eds.*

*Members Grain Dealers National Association.

HUTCHINSON

immensely enjoyed entertaining the KANSAS GRAIN DEALERS ASSOCIATION AT THEIR ANNUAL GATHERING.

Your consignments will be received with the same hearty enthusiasm and interest and you will enjoy satisfactory service, if you consign to any of the BOARD OF TRADE MEMBERS listed below.

| | |
|----------------------------------|--------------------------|
| Farmers Co-Op. Com. Co. | Wm. Kelly Mlg. Co. |
| Gano Grain Co. | J. B. McClure Grain Co. |
| Hausam-Bateman & Co. | L. H. Pettit Grain Co. |
| John Hayes Grain Co. | Reno Flour Mills Co. |
| Hugoton Elevator & Warehouse Co. | Rock Milling & Elev. Co. |
| Hutchison Grain Co. | Russell Grain Co. |
| | Southwest Grain Co. |
| Union Grain Co. | |

Board of Trade
Members

ATCHISON

Board of Trade
Members

THE S. R. WASHER GRAIN CO.
ELEVATOR "A"
Receivers — Shippers
COMMISSION MERCHANTS

CHESTER L. WEEKES CO.
Receivers — Shippers
CONSIGNMENTS A SPECIALTY

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

THE BLAIR MILLING CO.
MILLERS OF
WHEAT AND CORN
Ask for bids and quotations

THE BLAIR ELEVATOR CO.
Receivers and Shippers
ELEVATOR "B"

Grain Dealers Journal
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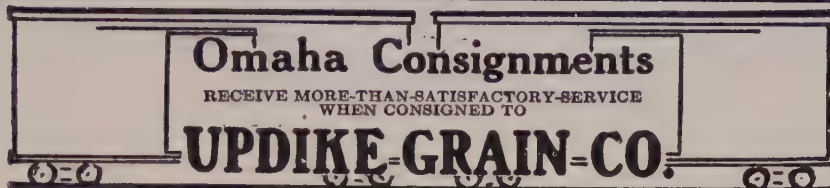
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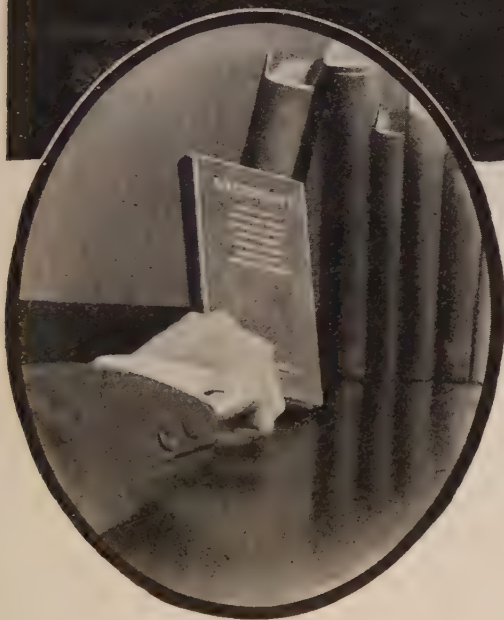
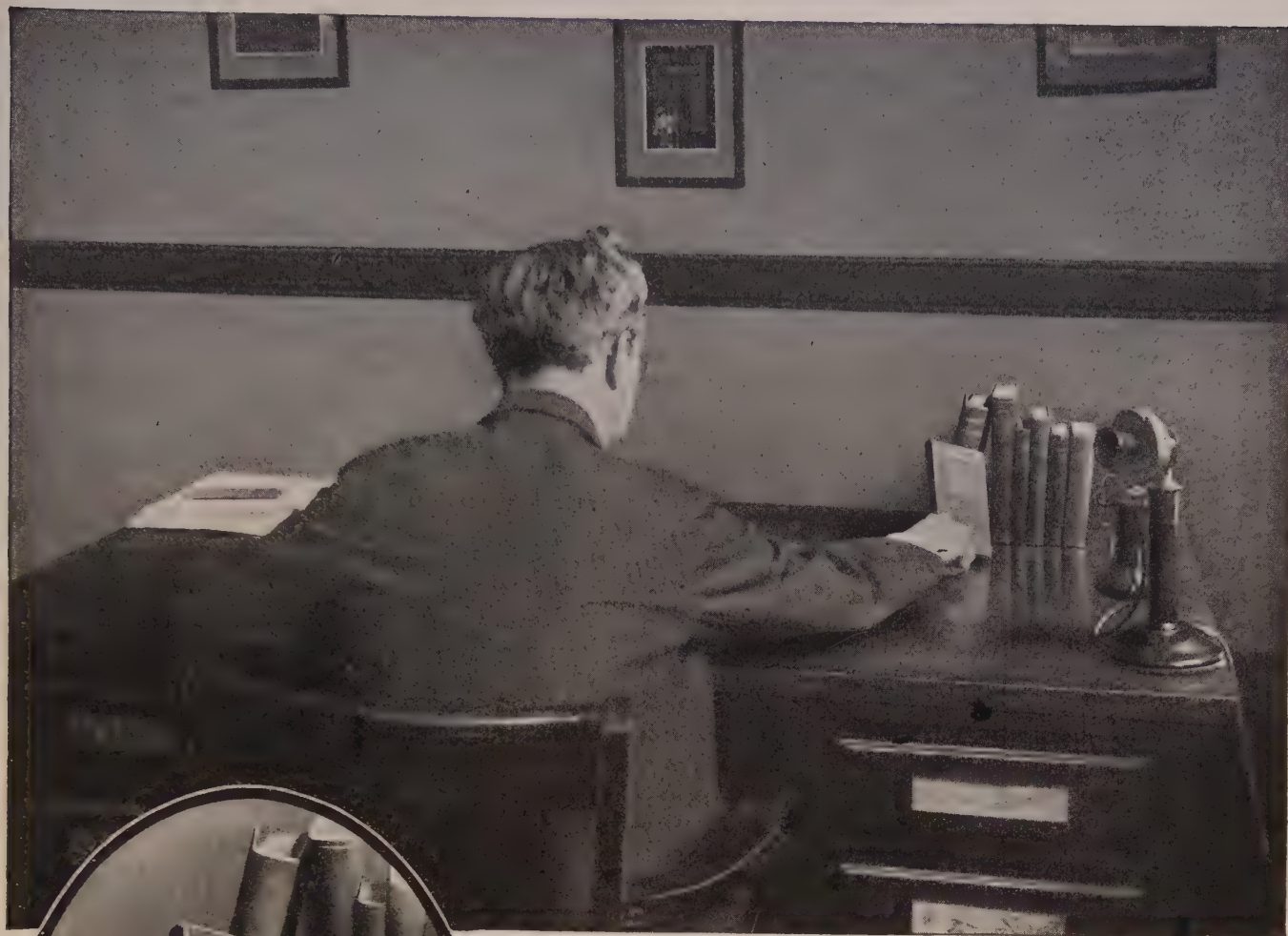
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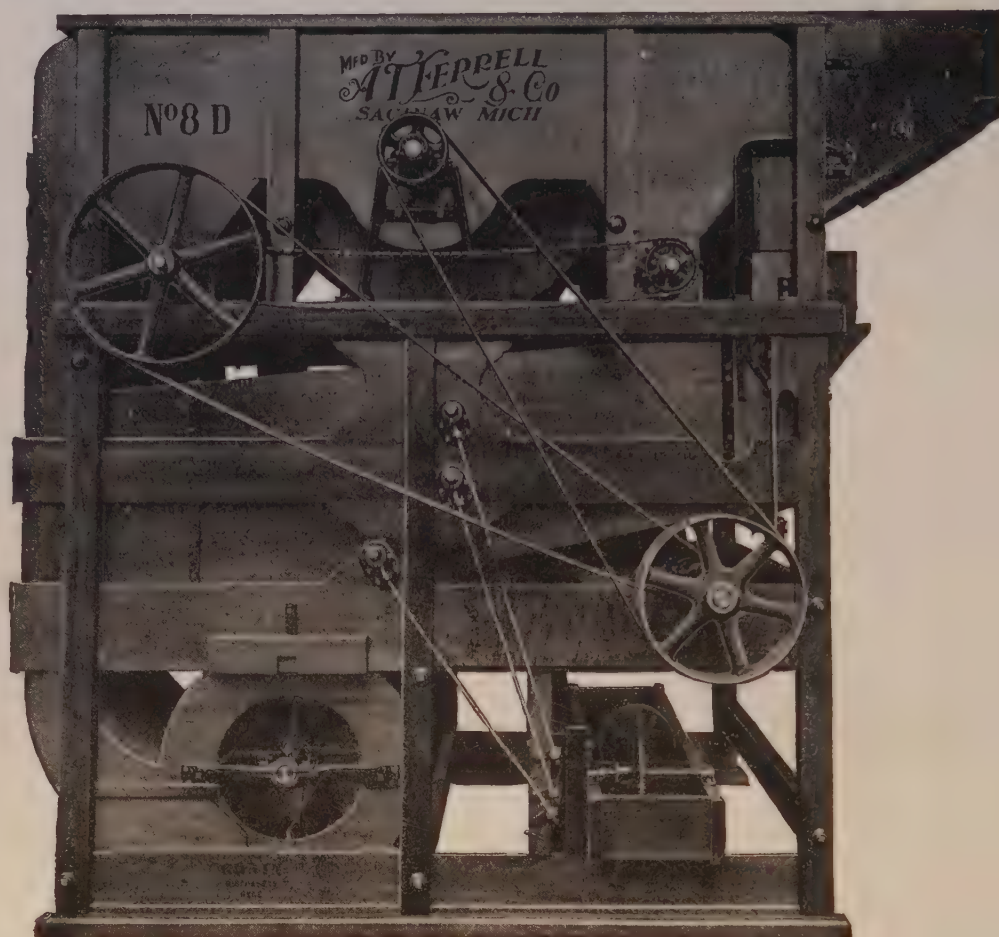
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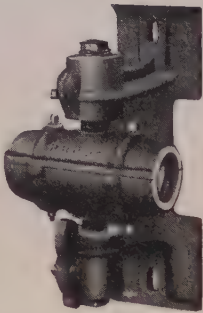
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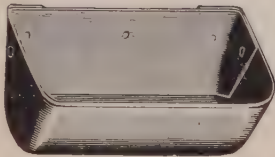
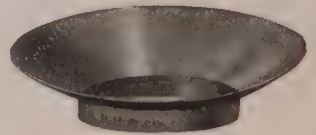
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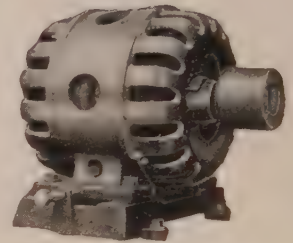
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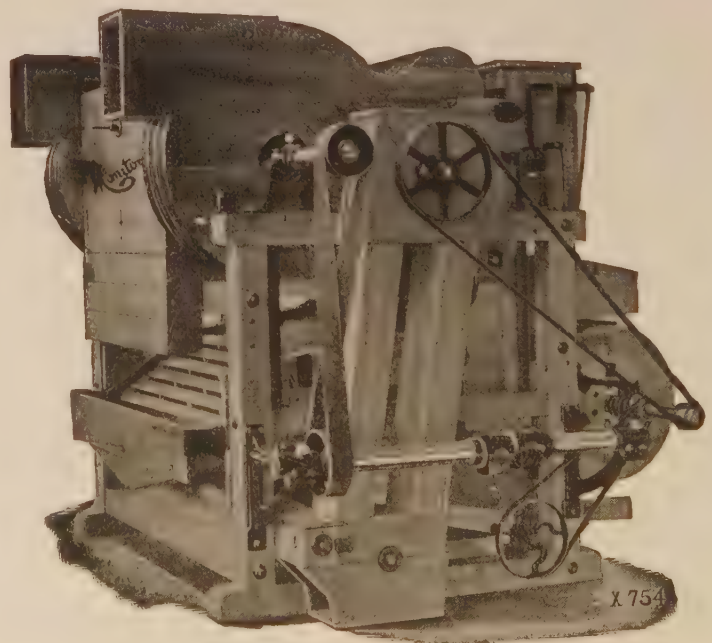


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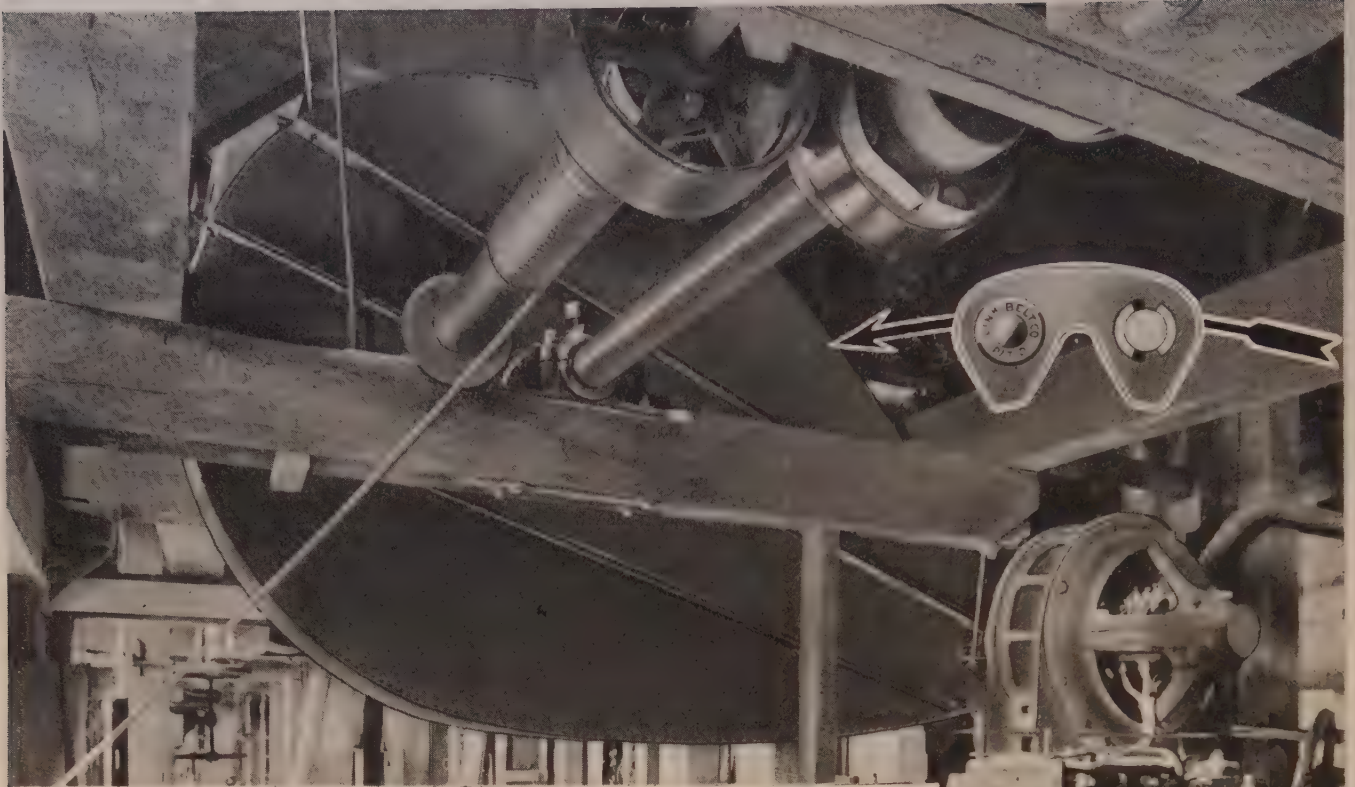
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It is often necessary to provide large ratios of speed reduction in elevator and mill motor drives. With pulley and belt drive, the extremes of diameter will greatly reduce the arc of driving contact on the motor pulley, and result in slippage, with loss of speed, power and efficiency. The use of a larger motor pulley to overcome this, would involve an excessive diameter for the driven pulley, and a long stretch of belt would still be necessary.

The above illustration shows how a Link-Belt Silent Chain drive saved space and furnished an eminently satisfactory transmission in the Union Terminal Elevator at Minneapolis. The 75 H. P. motor runs at 690 R. P. M. It was desired to run the line shaft at 64 R. P. M. Link-Belt Silent Chain was used, on a 205-tooth line shaft wheel, and a 19-tooth motor pinion. The reduction is nearly 11 to 1.

Perhaps you have a similar problem. Solve it with Link-Belt Silent Chain. Write for our Grain Elevator Drive Book No. 309. Let our engineers help you solve your drive problems.

LINK-BELT COMPANY

PHILADELPHIA
Minneapolis, 418 S. Third St.

CHICAGO
Buffalo, 547 Ellicott Square

INDIANAPOLIS
Kansas City, Mo., 306 Elmhurst Bldg.

OTHER OFFICES IN PRINCIPAL CITIES



Flexible as a Belt
Positive as a Gear
More Efficient
Than Either

LINK-BELT SILENT CHAIN DRIVES

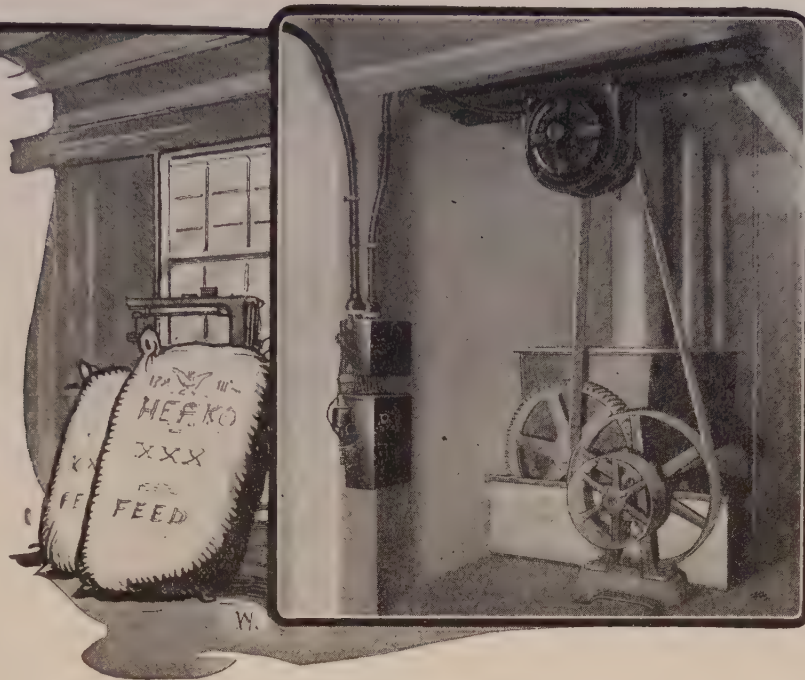
We Also Make

- ☐ Elevators and Conveyors
- ☐ Link-Belt and Sprockets
- ☐ Silent Chain Drives
- ☐ Truck and Tractor Chains
- ☐ Electric Hoists
- ☐ Locomotive Cranes
- ☐ Wagon Loaders
- ☐ Coal and Ashes Systems

Write for Catalogs
Place X in Square

Extensive use of electric power equipment enabled American mills to relieve a world food shortage without delay or interruption

G-E Motor Driving Feed Mixer at the Hecker-Jones-Jewell Milling Company, Buffalo.



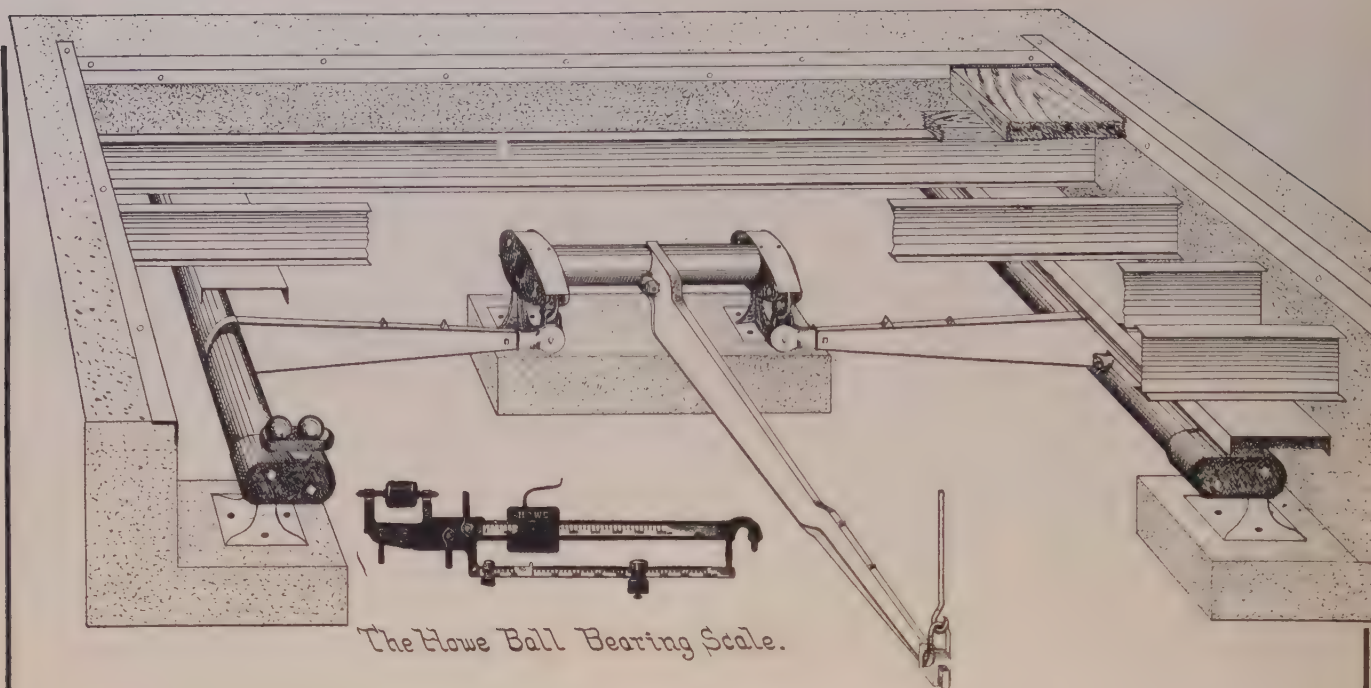
Saving power by subdivision

YOU can save power cost by running feed sections separate from flour machinery just as you can save power by operating your shovels separately and shutting them down between cars.

Not only saving in power cost but maximum dependability of operation and minimum fire risk characterize the use of G-E Electric Power Equipment in the leading mills of this country.

A bulletin, No. 4976, illustrated by photographs taken in mills producing the larger part of our flour will be sent on request and our engineers will be pleased to assist in the design of new mills or the changing over to electric power of old ones.

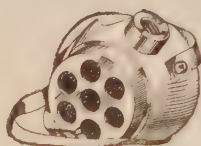
General Electric
General Office **Company** Schenectady, N.Y.



You will soon need an **AUTO TRUCK SCALE.**

The **HOWE BALL BEARING** has stood the test for 63 years and met all requirements. The **MOST PRACTICAL SCALE** made for weighing **AUTO TRUCKS.** The twisting, turning and suddenly stopping of an **AUTO TRUCK**, instead of being directly on the pivots, is taken care of by the **Ball Bearings** which are an exclusive feature of the **Howe Scale.**

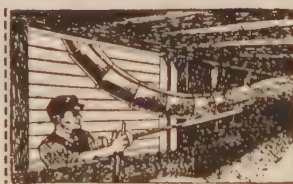
*No expense in upkeep after the original cost of Scale
Write us for prices. Send us your old scales to be refitted.*



Dust Protectors



Pullies—All Kinds



Loading Spout Holders



Distributing Spouts



V Buckets—Salem and Empire

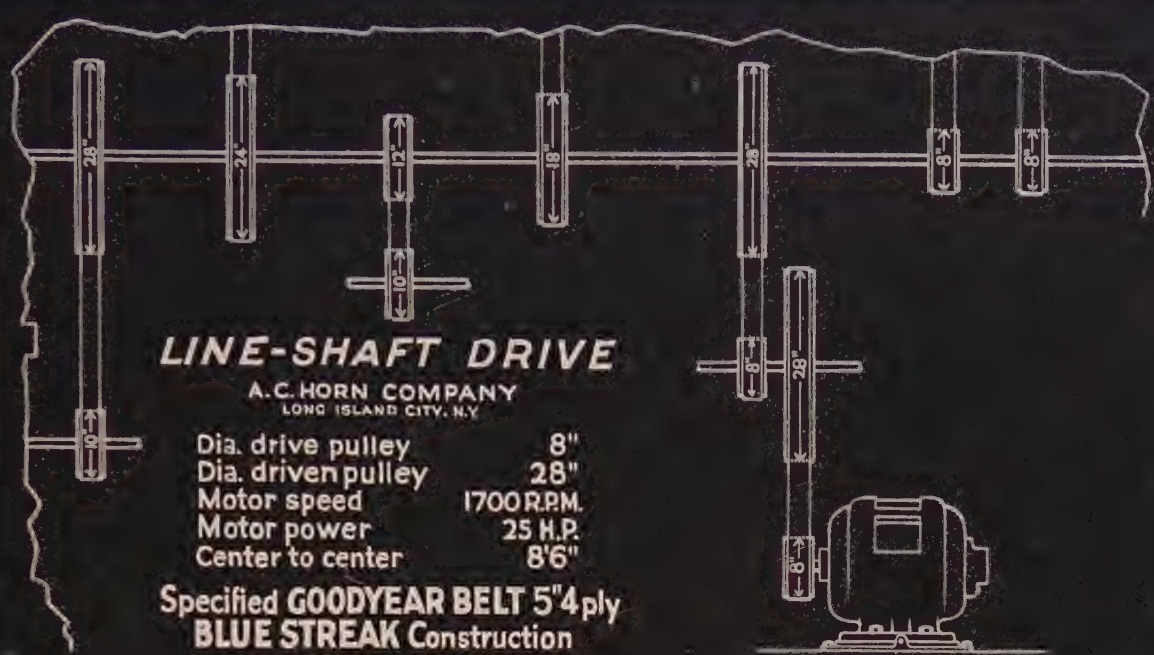


We are headquarters for all kinds of Elevator Machinery. Send us your list and let us quote prices. We can save you money. Let us quote you on complete machinery for your new elevator. We manufacture all sizes of Grain Spouting, Loading Spouts, etc.



AMERICAN SUPPLY & MACHINERY CO.

1102-4 Farnam St., Omaha, Neb.



LINE-SHAFT DRIVE
A.C. HORN COMPANY
LONG ISLAND CITY, N.Y.

| | |
|--------------------|-------------|
| Dia. drive pulley | 8" |
| Dia. driven pulley | 28" |
| Motor speed | 1700 R.P.M. |
| Motor power | 25 H.P. |
| Center to center | 8'6" |

Specified **GOODYEAR BELT 5"4 ply BLUE STREAK** Construction

That Line-Shaft Drive, an Advertisement—and the G. T. M.

The A. C. Horn Company, Long Island City, N. Y., used to have much trouble with one of their line-shaft drives. On it even the most expensive double belts wore out in six months. Before they wore out they often slipped off the pulleys, or broke, leaving idle all the labor and machines depending on that line-shaft for power. The drive was costing a lot of money for belts and belt repairs, and more in lost production. One day Mr. Horn saw an advertisement telling about what a G. T. M., Goodyear Technical Man, had done in solving a difficult belting problem—reducing costs and increasing production.

He sent for a G. T. M. Our Mr. Miller came, studied the drive, measured pulleys, horsepower, speed and the like. He noted that the air was exceedingly dry and that there was a great amount of lime dust—which accounted in part for the rotting and wear of the belts previously used. So he specified a Goodyear Belt of Blue Streak Construction—designed to operate under just such conditions—and an inch narrower than those formerly used.

The price was much less than Mr. Horn had expected—so much less that there was some doubt

as to whether a belt of such modest price could meet the exacting conditions. But one was ordered and installed.

That 5-inch 4-ply Blue Streak has already given half again as much service as the most expensive belt they had ever used. Still more important, it has done away with the delays and diminished production that used to be so common. And it looks good for many more months of trouble-free service.

After that the G. T. M. made a plant analysis—analyzing every drive in the plant and prescribing the proper belt for it. Five of the recommended belts have already been installed. Every one of them has proved to be a strong endorsement for the value of the G. T. M.'s service.

If you have a difficult drive that either devours too many belts or interrupts production too often—or both—ask a G. T. M. to call. He'll do it without charge when next he is in your vicinity. There are many of them—all trained in the Goodyear Technical School—all with experience in plants similar to yours—all trained to sell belts to meet conditions and not as a grocer sells sugar.

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

BELTING · PACKING HOSE · VALVES
GOODYEAR
AKRON



The Demand Isn't Coming—It's Here!

An army of farmers have already tried International Pig Meal—and ordered again and again. This 18% protein ration is making good on every claim made for it. Once your customers know the profit-making elements of this scientific mixture they too, will want it again and again.

INTERNATIONAL PIG MEAL

For Pigs, Shoats and Brood Sows

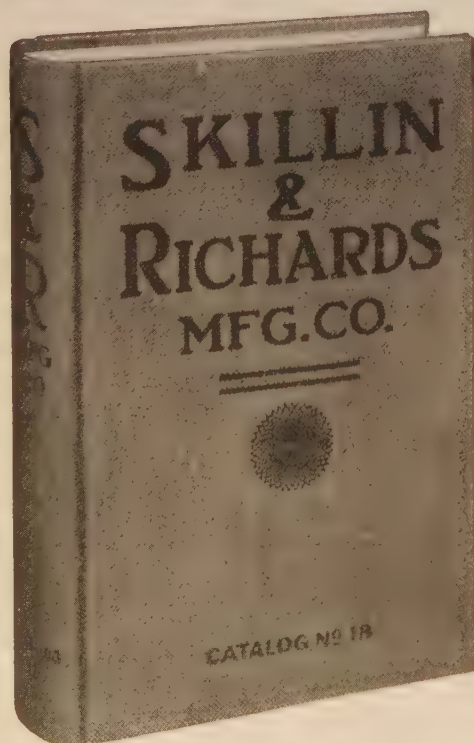
The formula has been developed by feed specialists in the International Laboratories. It contains such fat and health building ingredients as cocoanut meal, locust bean meal, blood meal, wheat shorts, wheat flour and linseed oil meal. It retails around \$80.00 a ton, allowing you a fair profit margin. You can't go wrong on International Pig Meal. One pound is equal in feeding value to one gallon fresh dairy milk. Order a ton today or write for further facts.

INTERNATIONAL SUGAR FEED CO., Minneapolis, Minn.

Mills at Minneapolis and Memphis
Live Salesmen Wanted

**A
Reminder
To Order
a Trial Ton
of
International
Pig Meal**

Be Sure Your Equipment Will Handle the Crop



WITH THE BIGGEST CROP in history in sight it is necessary for every elevator manager to be prepared.

There are ways of increasing your capacity:

- You can speed up your machinery.
- You can use larger buckets.
- You can enlarge your loading spouts.
- You can improve your dumps, etc.

Let us figure with you on such problems.
Our Catalog tells all—It is FREE.

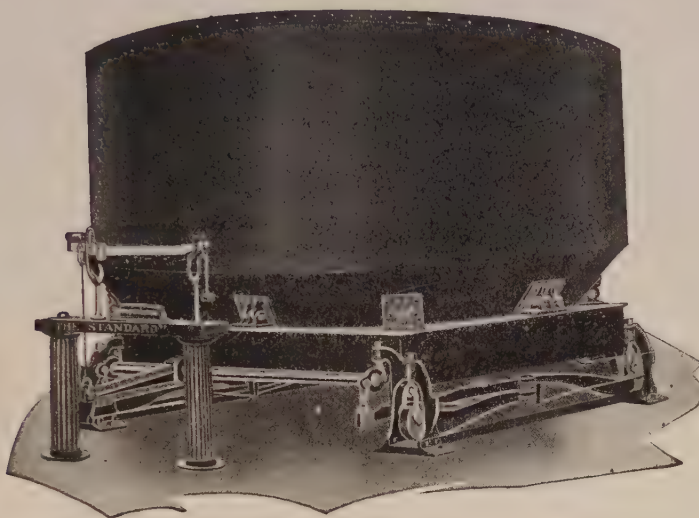
Skillin & Richards Mfg. Co., 4516-60 Cortland St., Chicago

"The Standard" Scales For Grain Elevators

ACCURATE

DEPENDABLE

DURABLE



The most important point about a scale is accuracy. The quality of accuracy is in-built in "The Standard" Scales. Every one must be right, for if a scale does not weigh accurately, it doesn't weigh at all, it only approximates.

"The Standard" Scales are guaranteed to be strictly high-grade throughout, both in materials and workmanship. The name—"The Standard"—is your guarantee of the very highest quality in scale construction.

Every type of scale used in Grain Elevators and Flour Mills is included in "The Standard" line—Portables, Hopper, Dormant, Wagon, Dump, Motor Truck and Railroad Track Scales.

Send today for our latest Scale Catalogue No. 70. If you mention the type of scale in which you are interested, we shall be pleased to give you full information regarding prices, etc. Address our nearest branch office.

The Standard Scale & Supply Company

1631 Liberty Avenue. Pittsburgh, Pa.

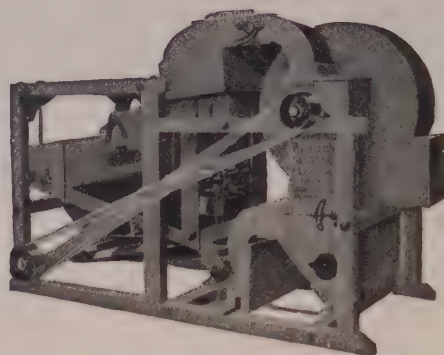
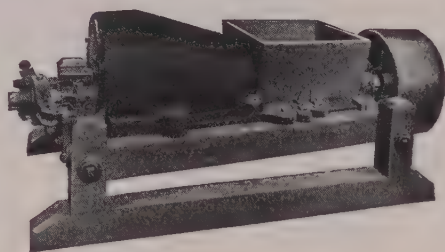
New York
145 Chambers St.

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523 Arch St.

Cleveland
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Chicago
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Baltimore
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Grain elevators we outfit From cupola right down to pit

Western grain elevator equipment is more widely used than any other make. It is not an experiment. For 40 years we have been meeting the grain man's requirements. Western devices and machinery are the accepted standards among practical grainmen.



THE WESTERN LINE

Comprises every known device necessary for the complete and efficient handling of grain.

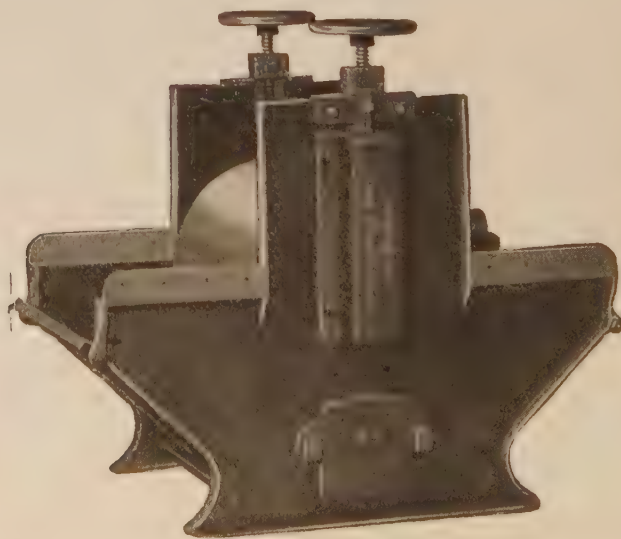
If you haven't our catalog, you had better send for it today. It may suggest something that will make you money.

UNION IRON WORKS

Makers of "Western Line" Equipment

DECATUR, ILLINOIS

Complete stock of Shellers and Cleaners kept at
1400-1402 West 12th Street, Kansas City, Mo.



GOODRICH "CARIGRAIN" BELT



This represents the highest development of the Conveyor Belt for Grain handling. Its extreme toughness and flexibility, its perfect adaptability for use with troughed or flat idlers, and its remarkable long-aging qualities make "CARIGRAIN" a profitable purchase that will "carry-on" with almost indefinite persistence. Write us today.

THE B. F. GOODRICH RUBBER CO., The City of Goodrich—Akron, Ohio



Guard Your Elevator Against Lightning With Sheet Metal That LASTS

For your Elevator, Toncan Metal offers light weight, reasonable cost, freedom from cracks, protection from the weather, protection from locomotive sparks, protection from lightning and very low maintenance costs.

The corrosion-resisting qualities of Toncan Metal are the result of Modern Scientific Methods and Careful Attention to every process of manufacture.

The use of Toncan Metal on your elevator is true economy for its cost per year of service is very low.

To get maximum lightning protection three things should be carefully attended to:

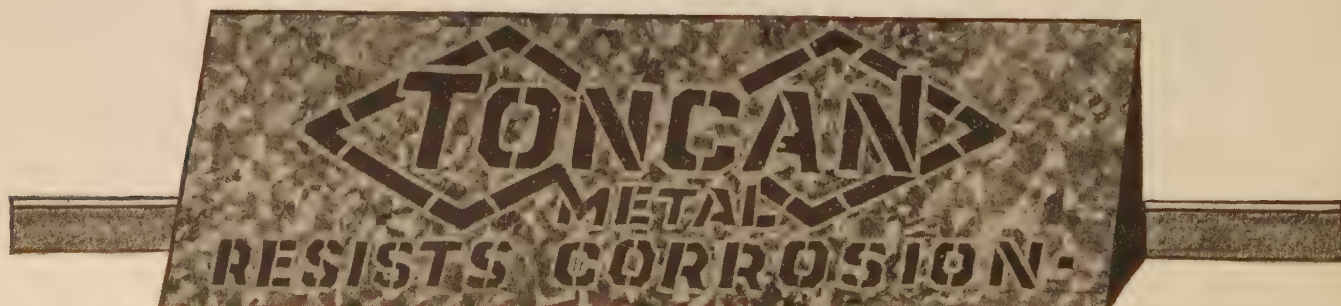
1. Points should be placed along the ridges of the roof.
2. Roofing and Siding should be continuous at the eaves.
3. The Siding should be properly grounded.

Write for our Sheet Metal Primer—the story of sheet metal in interesting, readable form.

Toncan Metal roofing and cross-corrugated siding for elevators are sold by Jobbers and Tinnerns everywhere.

The Stark Rolling Mill Co., Canton, Ohio

Sole Makers





Every merchant needs accurate store records for two purposes

- ① At the end of each year he needs a complete, accurate report of store transactions to help make out his Income Tax return.
- ② He needs these same figures every business day. He needs them to control his business.

He needs these figures to know how much money he is making, and what it costs him to do business.

Every merchant can get a record of his store transactions in two ways—the old-fashioned way, by hand, or he can get them by machinery.

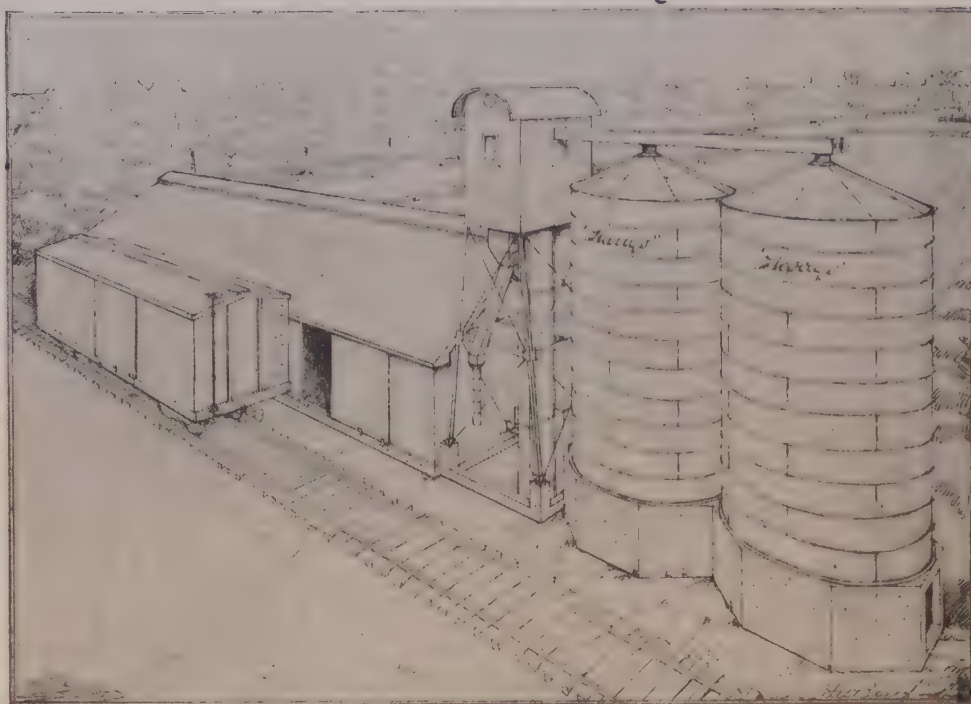
A modern National Cash Register makes

accurate, unchangeable records. It classifies, adds, certifies. It saves work and reduces expenses.

No merchant should keep records by hand that can be kept so easily by a National Cash Register.

A post card will bring full information about what an up-to-date National will do to help you.

The National Cash Register Company
Dayton, Ohio
Offices in all the principal cities of the world



Harry's Sectional Corn and Grain Elevators

Being sectional, ships completely knocked down.

All metal in construction, they are fire-proof.

Constructed on correct scientific and mechanical principles, they are strong, durable and permanent.

If you could buy a complete Grain Elevator or a Corn Shelling Plant with all the parts punched and fitted ready to put together, just as you would buy a wagon, plow or any other implement, would it not appeal to you?

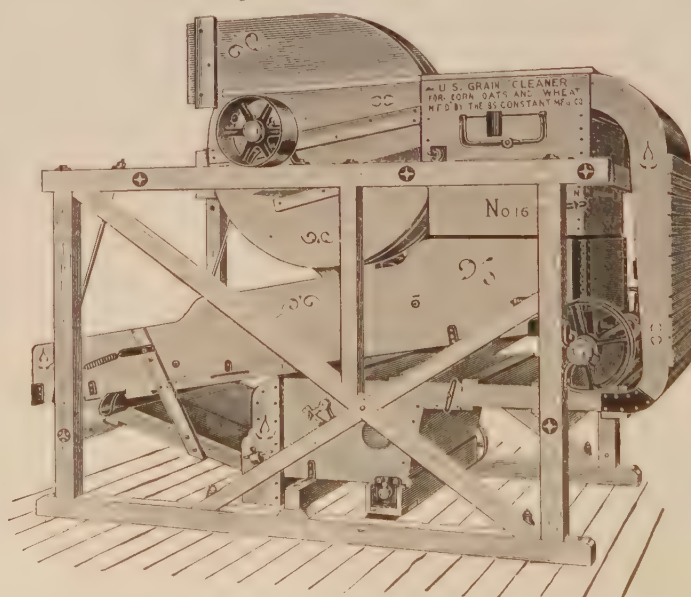
To make a long story short, this is what we have to offer you. A Fireproof Sectional K. D. Grain Elevator or a Corn Handling Plant designed and fabricated so that it can be easily assembled by ordinary labor. A Plant that is all above ground, with its Elevator Tunnel in the concrete foundations of the tanks. A thoroughly good, practical and dependable structure.

The cut illustrates a Corn Handling Plant, but our construction permits of modifications for handling all other grains and seed. If interested tell us your needs and we can supply them.

HARRY BROS. CO., New Orleans, La., U. S. A.

A PERFECT GRAIN CLEANER

The "U. S." Grain Cleaner is easily the leader in satisfactory grain cleaning. It has built up an enviable reputation by its record of consistent good performance. It is the cleaner you should install in your elevator.



One
Powerful Fan

Fan Always
Under Control

Dustless

Two
Air Separations

Journals
Run Cool

Light Running

Catalog of Our Complete Line of Elevator Machinery on Request

B. S. CONSTANT MANUFACTURING CO.
Bloomington

Illinois



Ready for the World's Most Modern Elevator

The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

Elevator legs will be equipped with 100 and 150 h. p. motors having a speed of about 800 R.P.M. In order to reduce this speed to about 30 R.P.M., the speed of the head pulley, The Falk Co. designed herringbone reduction gears for all 19 legs.

Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.

THE FALK CO.

Milwaukee, Wisconsin



OUR MOTTO for over twenty-five years has been **SAFETY FIRST**. During these years we have equipped thousands of elevators with dust collecting systems to



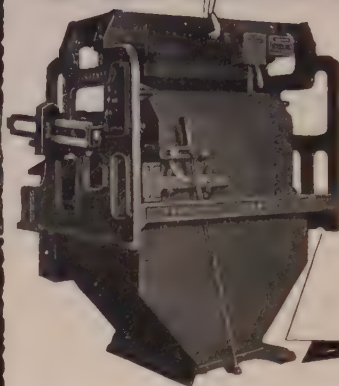
prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

Your liability attaches if you don't protect your elevator and workers.

FOR CATALOGUE, WRITE

THE DAY COMPANY
Minneapolis, Minn.

FAIRBANKS Automatic SCALES



*Have Type
Registering
Counter
- gives you
Authentic
Printed Records
- of all
Weights*

To give you accurate every day knowledge of the exact amount of each kind of grain that passes through your elevator.

Weights same weight per discharge on all grains—does away with changing weights in weight-box.

Fairbanks, Morse & Co.
CHICAGO



Wasting your brain figuring how you can keep out of buying a dust collecting system is like figuring on the best way of ultimately destroying your plant with the greatest loss.

Insurance men, Uncle Sam's specialists on dust collecting telling you of the danger and the many examples of ruin caused by dust explosion, ought to be enough to make you investigate.

NEW 1905 CYCLONE DUST COLLECTOR

works on less power and with greater results than the old style cyclone types. They are built differently, hence work better. *Send for the facts.*

THE KNICKERBOCKER CO., JACKSON, MICH.

Prevent
CLAIM LOSSES
with

TYDEN CAR SEALS

Bearing shipper's name
and consecutive num-
bers.

4000 SHIPPERS
Are now using them.

Write for samples
and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.



CONE-SHAPE GRINDERS

IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *R. W. Watt, Jacobsburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. **N. P. BOWSHER CO., SOUTH BEND, IND**



ALBERT MILLER & COMPANY

Handlers of everything in

HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie
Clover Picking
Alfalfa Straw

192 N. Clark St.
CHICAGO, ILL.



SQUARE DEAL Co-operative Elev. Co. says: "The ad in your last issue sure brought results. We have had as many as five and six applications a day from the one ad."

You will be particularly interested in American High Speed Chain for at least four reasons:

1. American High Speed Chain for any given width, provides a greater cross section of metal, and for any given pitch, is built with bearing pins of larger diameter, without taking more metal out of the link. Width for width, this chain is accordingly the strongest of which we know.
2. American High Speed Chain represents the latest practice in the use of carbonized and heat treated alloy steels for the securing of strength and good wearing surfaces.
3. American High Speed Chain in its design, is reduced absolutely to the essential working parts, carbonized plain pin and link, which simplicity is an unique and important feature of its construction. Its construction is designed to yield maximum service to the user, not to provide protection, under patents, for us.
4. American High Speed Chain has been used in every kind of service to which this type of chain is adapted, for a number of years, with such satisfaction that practically all, even our earliest customers, have continued to use it whenever in the market. In which are you more interested—a theoretical discussion of mechanical construction or the actual record of what our chain is doing for those who use it?

Abell-Howe Company

National Distributor

Chicago

New York

Philadelphia

Buffalo

Detroit

Indianapolis

RANDOLPH GRAIN DRIERS

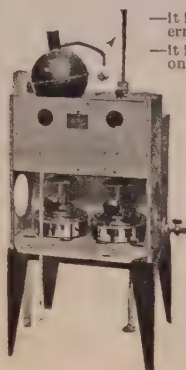
STEAM OR DIRECT HEAT CONTINUOUS FLOW MADE IN ALL SIZES

O.W. RANDOLPH CO. TOLEDO, O. U.S.A.

Buy this Tester

Because

- It is made according to Government Specifications.
- It is the most complete outfit on the market.
- the thermometers are certified.
- It is equipped with "Pyrex" Glass or Copper Flasks.
- the Special Oat Graduate as well as the Regular Graduates are included.
- It is heated with Electricity, Alcohol or Gas.
- the electrical equipment is fully guaranteed against all defects.
- It is approved by the Mutual Fire Prevention Bureau.
- It will pay for itself many times in a season.
- its cost is very reasonable.



Ask for full information

FLINT BROWN DUVEL
MOISTURE TESTER
 MANUFACTURED BY
 DE ROO GRAIN LABORATORIES
 FLINT, — MICH.

Journal Want Ads Bring Results.

KENNEDY CAR LINERS

Prevent Leakages
Avoid Claims
Saves Money

Used by Thousands of Progressive Shippers

MADE BY

THE KENNEDY CAR LINER & BAG CO.
 SHELBYVILLE, INDIANA

National Giant

HEAD SECTION

The Greatest Elevator On Earth

Can Be Used With or Without Cupola

Farm Elevators

Strongest Section Ever Put on an Elevator

National Steel Tube Elevator

For All Small Grains

Greatest outfit ever put on the market. Works successful at any angle between 30 to 60 degrees. Capacity 18 bushels per minute. Runs on 3½ h. p. Used with or without wagon jack. Power optional. Write for full details and prices.



Send for
New Crib Plans
 and a

New Catalog FREE

We have just issued a wonderful new elevator catalog, containing pictures and descriptions of every type of farm elevator. Don't miss getting this catalog—also new Book of Crib Plans—just out. Comes complete with Specifications and Lumber Bill. Send for books and we'll quote you a very attractive price for 1919. Satisfactory credit terms may be arranged.

Portable Elevator Mfg. Company

908 East Grove Street
 BLOOMINGTON, ILL.

The World's Best Farm Elevator Outfits

Furnished Complete With Any Style of Equipment for Placing All Kinds of Grain, Shelled and Ear Corn Just Where You Want It.

Put one of our machines to work for you. It will pay bigger dividends than any other machine on your farm. Hired help will work for less money. All cribbing done in one-half the time. Practically pays for itself, the first year, out of the money it makes and saves for you.

The exclusive patented features that make elevators valuable to the farmer are all on the National Giants. Our elevators have the **lightest pull** and the **greatest capacity**. They handle ear or shelled corn and wheat, oats or any small grain and do the work most quickly and economically. Operated either by horse or engine. Write us. There's a National Giant for every farm—one for you.

Our National Giant Steel Portable Elevator

The elevator grain farmers are looking for. Meets increased strength demands of 36 to 48-foot elevator length because it has 16 angles to the section—others only 6. 4 wood ribs running full length, corrugated steel couplers and keeper irons insure everlasting stability. Has greater capacity. Cries 60 bushels in 3 minutes. Screen in bottom keeps out silk and shelled corn—preventing rotting. Send for catalog and prices.

Our National Giant Inside Bucket Elevator

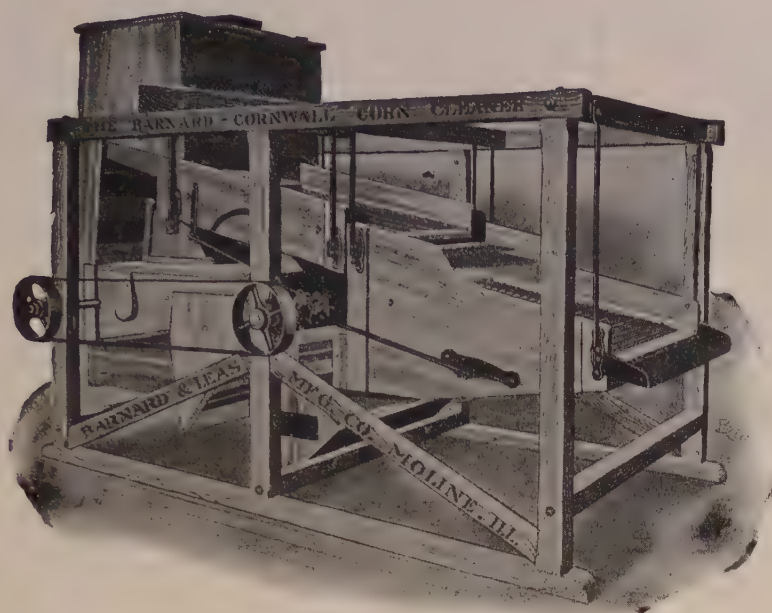
On cribs 30x32 ft. or less, with half pitch roof, it is not necessary to have a cupola. When cupola is necessary, we can save you from \$15 to \$30. We also save you the cost of digging a pit. Save you the length of elevator required. This machine has No. 77 chain. Spout swings around from side to side—fills crib directly back of elevator—also leaves corn on the cob where it belongs. More money in the farmer's pocket.

Our Little Giant Wood Portable Elevator

We have the National Giant's brother machine in wood—the "Little Giant" Portable—which contains every feature embodied in the steel machine. Thousands of these machines are in use, giving good, efficient service. Every owner a booster.

INVESTIGATE! Write today for catalog which de- what to look for in an elevator. Gives all points you want to know in plain English. Write now for catalog and FREE crib plans.

OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.



*Barnard-Cornwall
Corn Cleaner*

You Win! How?

by installing a Barnard-Cornwall Corn Cleaner in your elevator or corn mill. It is the only shaker corn cleaner made that removes the small cob ends and pieces of cob always present in corn cleaned by other machines. This valuable feature is accomplished by the use of our patent finger sieve, which is of special construction and is the only form of sieve that will not clog.

This machine is essentially a corn cleaner but is also adapted for first cleaning of other kinds of grain, such as wheat, oats, etc., by changing the sieves, and is a very good receiving separator. It is dustless, light running, durable and cleans thoroughly in one operation.

Our Catalog will help solve your problems.

Everything complete
for your elevator
from pit to roof at
"Direct to You from
Factory" prices. Or-
ders promptly filled.

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



RID-OF-RATS

If we want to feed starving Europe it behooves us to kill off Rats and Mice that destroy foodstuff to the value of about \$500,000,000.00 per annum. Use Rid-of-Rats. It is non-poisonous and can be used everywhere. No stench creating dead bodies. Rodents leave premises before dying. Only patented Non-Poisonous Exterminator in the world. Made only by the Patentees.

Price—15 cents per box, \$1.80 per doz., \$1.00 per lb. in bulk.

BERG & BEARD MFG. CO., Inc.
100 Emerson Place Brooklyn, N. Y.

HALL SPECIAL

Elevator Leg

Not one moving part—that is the simplicity of the basic principle of the automatic non-chokable feed underlying the HALL SPECIAL.
A solid cast iron barrier regulates the automatic feed—that is the vigilance of the HALL SPECIAL.



Both feed and discharge are positive and accurate, needing no attention—that is the self-reliance of the HALL SPECIAL.

Grain is elevated and distributed without a choke, without mixing the grades, in less time, at less cost than ever heretofore known—that is the economy of the HALL SPECIAL.

THE HALL SIGNALING GRAIN DISTRIBUTOR

The average man thinks a sheet metal spout for distributing grain that costs less than a cast metal distributor is saving him money. The engineer knows better. Many baffling problems in distribution were solved by the advent of the Hall Signaling Distributor. Few things have been so successful from the start. You cannot realize all this until you have one.

Write for our catalogues.

Hall Distributor Company, 222 Railway Exchange Bldg. Omaha, Nebr.

NEW BADGER

SLIP PROOF
SAFETY SPURS

CAR MOVER

Insures Against Damage Claims



—the Slip-proof
Safety Spurs



grip edges of rail, where they have not been polished hard by wheels. This double grip insures against mover slipping and allowing operator to fall and break his arms or injure his face, as frequently happens with ordinary movers or crowbars.

**Try One 30 Days—
No Money in Advance.**

If you keep it, send us \$5.50, plus freight—if you don't, we pay freight both ways and forget it.

For sale by leading jobbers everywhere. If yours can't supply you, order direct.

**Advance Car Mover Co., Appleton, Wis.
Canadian Advance Car Mover Co., Welland, Ont.**

Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

GRAIN DEALERS JOURNAL

305 So. La Salle Street, Chicago, Ill.

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn
Additivity Determination and Pine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

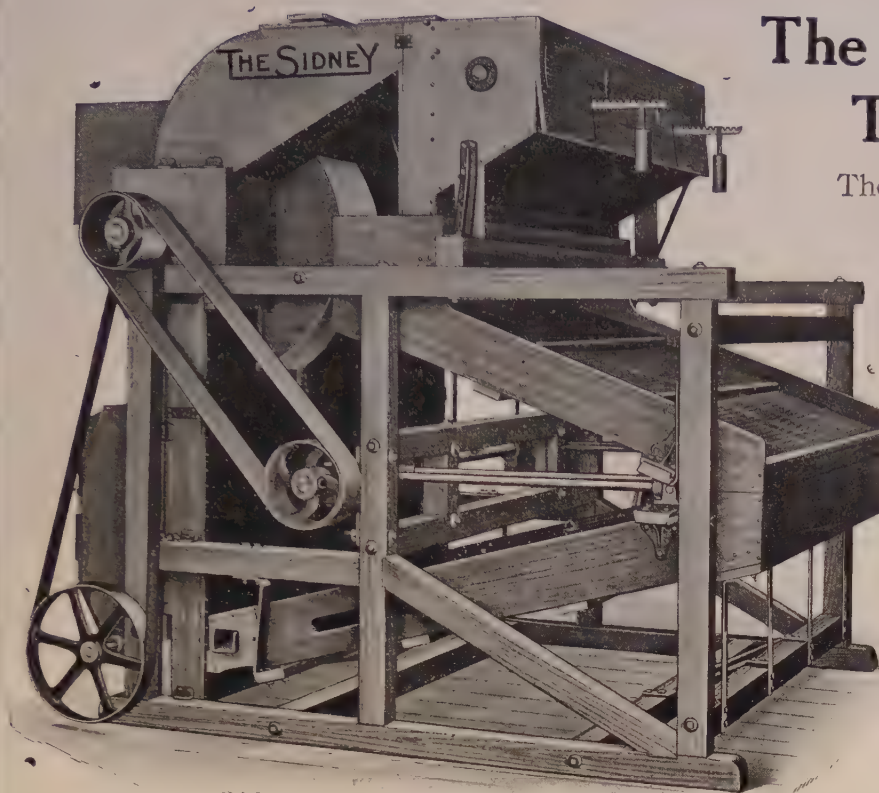
WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

Pacific Coast Branch:
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

Office:
92 Reade Street
New York



The First Step Towards Success

The most important machine in an elevator or mill is the cleaner. The "Sidney" Double Shoe Corn and Grain Cleaner illustrated here is perfection in every working part.

We guarantee it will clean corn, oats, wheat, rye and barley successfully.

Its simplicity saves trouble and insures durability.

The shoes vibrate, but they are driven by opposed eccentrics, which causes the machine to run without vibrating the building.

Write for further particulars

The Philip Smith Manufacturing Co., Sidney, O.

REDUCE YOUR TOLLS!

This letter comes from one of the best known firms in the country. Read what they say regarding the Universal Grain Code.

J. C. SHAFFER & COMPANY
GRAIN

234 S. La Salle Street

Grain Dealers Journal, Chicago, Ill.

Chicago, June 11th, 1915.

Gentlemen:—We have used the Universal Grain Code exclusively with about half a dozen Eastern firms, since its publication, and would have used it more extensively had it been in general use. We believe it contains a *great many improvements over other codes* and that if the grain trade in general would start its use, take time to consider it, and become familiar with its contents, it would prove very satisfactory.

EMC—EC

Yours very truly,

J. C. SHAFFER & COMPANY,
Per E. M. Combs.

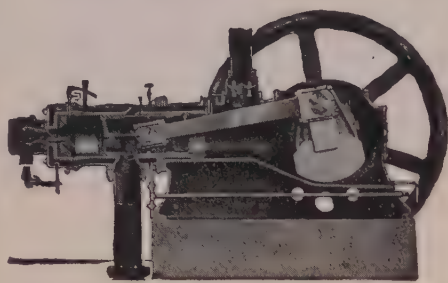
Men who have used the Universal Grain Code think well of it. They find it saves them money where they do use it, and that it is a "great improvement" over other codes. Its arrangement and combinations of phrases will secure for its users saving in time and tolls, and leave fewer opportunities for error than any grain code now in use. Follow the example of the men who are using it now, by sending us your order today. Price \$3.00 per copy.

GRAIN DEALERS JOURNAL

315 So. La Salle St.

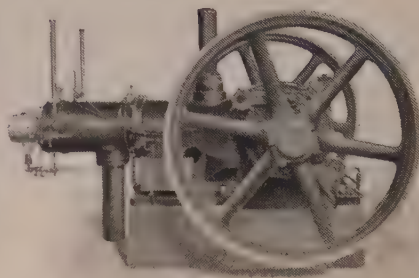
Chicago, Ill.

The Inside and the Outside of The MUNCIE



Crude and Fuel Oil Engine

This engine stands inspection inside and out. It will operate on Crude Oil, Kerosene, Distillate, Solar Oil or Gas Oil, and use less of these than any engine of same H. P. ¶ Rugged construction and simple design. ¶ Send for full particulars.

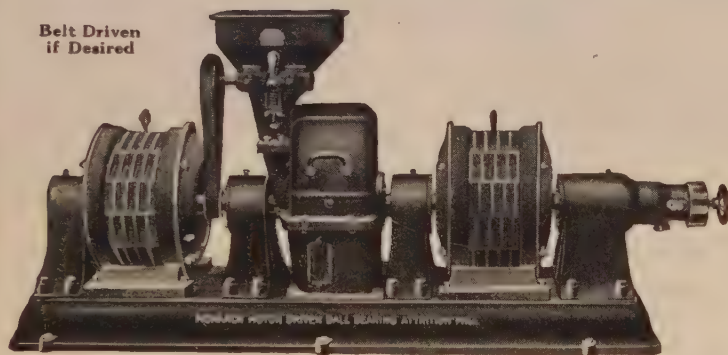


MUNCIE OIL ENGINE CO., MUNCIE, INDIANA, U. S. A.

MONARCH BALL-BEARING ATTRITION MILL

*Designed and Built to Perform Satisfactorily
All Attrition Mill Requirements*

Belt Driven
if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

Saving Labor and Time

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

Write for Catalog No. D115

SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

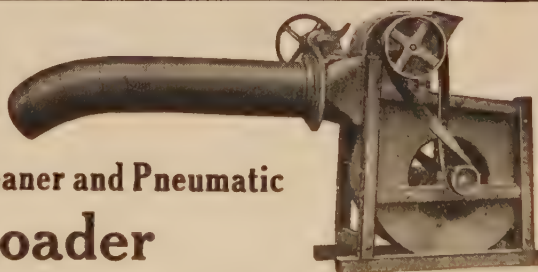
Main Office and Works: MUNCY, PA.

P. O. Box No. 26

Chicago Office: 9 So. Clinton St.

IF you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic Car Loader



become acquainted with any user. We will gladly send list.

Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

WRITE FOR LIST AND CIRCULARS

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

"Loads Grain, Malt or Sand"

CARS RAILS—TANKS ZELNICKER IN ST. LOUIS

Get Bulletin 250 (250,000 Circ.) 88 pages
Steam and Electric Power Plant Equipment, Machinery, Etc.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.

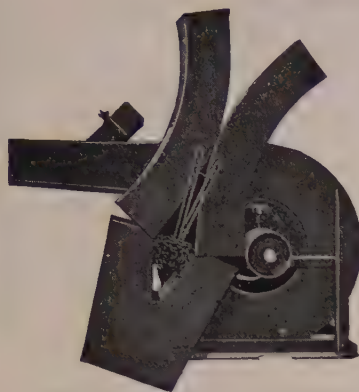


Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Price \$3.00.

GRAIN DEALERS JOURNAL
305 So. La Salle Street, Chicago

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.



No Need to Scoop Grain in a Dirty, Dusty Car

"We loaded 1,800 bu. of corn an hour the day before Thanksgiving. We never have to get in a dirty, dusty car to scoop grain." Kenney Elevator Co., Kenney, Ill.

"Your Boss Air Blast Loader is giving the best of service." G. N. Falknor & Son, West Milton, O.

"We would not think of going back to gravity." J. L. Baum & Son, Storms, O.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill. They have since bought SIX for six of their elevators.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. Horse Power required from 4 to 12 Horse Power, depending upon speed and capacity desired. CANNOT injure the tenderest grain. Grades improved. We use no complicated feeding devices. Grain simply slides into blast of air. Quickly installed.

Write for our two booklets—"60.00 A CAR PROFIT" and "BETTER PROFITS FOR YOU." They tell all about our full line both portable as well as stationary car loaders. These interesting booklets are free.

MAROA MANUFACTURING CO.,

Dept. G.,

Maroa, Ill.

For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.



A Tester Wants a Job

in your plant. These clutches will save you money, power, time and trouble. Investigate today. A card brings our Free Booklet.

Decatur Foundry, Furnace & Machine Co., Dept. L, DECATUR, INDIANA

Clark's Oat Values

are designed to show at a glance the value of any quantity of oats at any price per bushel of 32 lbs. from 10c to 79½c. The use of these tables may be puzzling at first, but a little study will enable anyone to use them with great saving of time and labor.

These tables reduce from pounds to bushels of 32 pounds, and also to dollars and cents on the same page. They are simple, compact and convenient. The pounds are expressed in red figures and the bushels and values are expressed in heavy black figures.

REDUCTIONS FROM POUNDS TO BUSHELS

The pounds are printed in red ink in the column headed "Pounds." The bushels are printed in black ink in the column headed "Bushels" on a horizontal line with the equivalent number of pounds.

It will be noticed that in the pounds column the two right hand digits of each number are in light-faced type, while all the remaining digits are in heavy-faced type. Under the one head, "Bushels" are two columns, the purpose being to condense the table and make it more convenient. The right-hand "Bushels" column contains the reductions from the entire red numbers in the pounds column; while the left-hand "Bushels" column contains the reductions from only the heavy-faced numbers in the pounds column. For example, 10000 pounds may be read in two ways, "ten thousand" pounds, or (by ignoring the two digits in light-faced type) "one hundred" pounds. In the reduction of 10,000 pounds of Oats to bushels, first find the number 10,000 in the pounds column; then by following the horizontal line to the right-hand "Bushels" column we find that 10,000 pounds equals 312 bushels, 16 pounds; and, on the same line in the left-hand bushels column, we find that 100 pounds equals 3 bushels, 4 pounds.

FOR EXAMPLE

To reduce 62,300 pounds of Oats to bushels:
62,000 lbs. equals 1937 bu. 16 lb.
300 lbs. equals 9 bu. 12 lb.
62,300 lbs. equals 1946 bu. 28 lb.

REDUCTIONS TO DOLLARS AND CENTS

To find the value of any weight at a given price per bushel, turn to the page which has that price at the top of the column. The values are expressed in the columns headed by the price per bushel. Thus, to find the value of 10,000 pounds of Oats at 35c per bushel, we first find 10,000 in the column headed "Pounds," then follow the horizontal line across the page to the column headed "35c", where we find \$109.375, the value of 10,000 pounds. And, to find the value of 100 pounds, we merely point off two places to the left in the values column; thus, 100 pounds @ 35c per bushel is worth \$1.09. The value of any quantity at one-quarter, and at one-half cent per bushel is also given.

In some cases a simple addition will be necessary in order to find the value.

FOR EXAMPLE

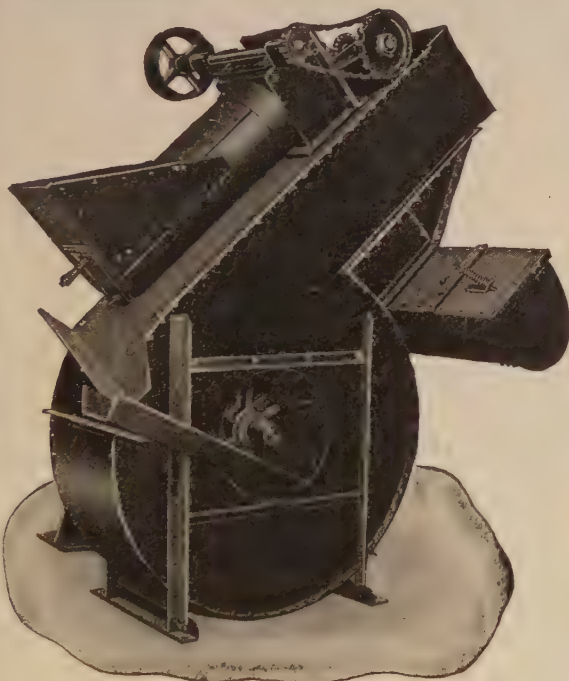
The value of 4,200 pounds of Oats @ 32c per bushel:
In the 4th line, we have 4,000 lbs. @ 32c-\$40.00
In the 20th line, we have 200 lbs. @ 32c- 2.00
4,200 lbs. @ 32c-\$42.00

Printed on Book Paper and Well Bound, Price \$2.00

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

A better way to handle GRAIN is the Bernert Way WHY?



Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

They are positively NON-CHOKABLE; that's why you will not have any trouble. They will at the same time they handle the grain, MAKE BETTER GRAIN. Let us tell you WHY.

Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

Bernert Mfg. Co.

491 12th Street

MILWAUKEE, WIS.

WE ANNOUNCE

to the trade that our new mill at Sioux City is in operation and that we are in position to furnish

**"APCO"
NU-MEEL**

Milled from the best alfalfa in South Dakota, Nebraska and Iowa, in a mill that is up-to-date in every feature, "Apco" products attain a degree of excellence not heretofore known.

ALFALFA PRODUCTS COMPANY
SIOUX CITY, IOWA

Always in the market for alfalfa and prairie hay and all kinds of grain. Also shippers.



Paint economy is not the price paid per gallon, but the number of years of service given. Consider

**DIXON'S
Silica-Graphite
PAINT**

when buying a protective paint. It has unusual qualities for protecting all kinds of exposed metal or wood work against corrosion of all kinds. Write for Booklet No. 15-B and long service records.

Made in Jersey City, N. J., by the
JOSEPH DIXON CRUCIBLE COMPANY



ESTABLISHED 1827

**"HAMILTON-MADE"****THE BIGGEST AMERICAN CROP
NECESSITATES THE BETTER KIND OF BELTING**

"Hamilton-Made" Rubber Belting will help you meet the coming heavy crop movement this fall. For years we have been making Rubber Belting and meeting all kinds of grain elevator requirements. We have gained the "know how" in making this line. "Hamilton-Made" is the better kind.

TWO STANDARD BRANDS

INVINCIBLE for—Cleaners, Shellers, Clippers, Separators, Feed Mills, Car Pullers, Engine and Motor Drives.

LAKEWOOD for—Legs and Conveyors.

We also make and sell Rubber Hose, Rubber Door Mats and Rubber Packing.

Write for Sample and Particulars.

Hamilton Rubber Mfg. Co.

218 No. Wells Street

Chicago, Ill., U. S. A.

Factories: Trenton, N. J.

Branches: New York, Philadelphia

THE VALUE**OF AN ADVERTISEMENT**

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

IMMEDIATE RESULTS

Gilchrist & Co. of McGregor, Iowa, write under date of July 13, 1918—"You can discontinue our ad in the GRAIN DEALERS JOURNAL as we have sold the elevators we advertised. You may be interested to know that the first enquiry resulted in a sale a few days after we received it."

By mentioning the Grain Dealers Journal of Chicago, when writing its advertisers you help it to more efficient work in improving grain trade conditions.

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street
NEW YORK

124-126 W. Lake Street
CHICAGO, ILL.

2d Ave. N. and 3d Street
MINNEAPOLIS, MINN.

218-220 Chestnut Street
ST. LOUIS, MO.



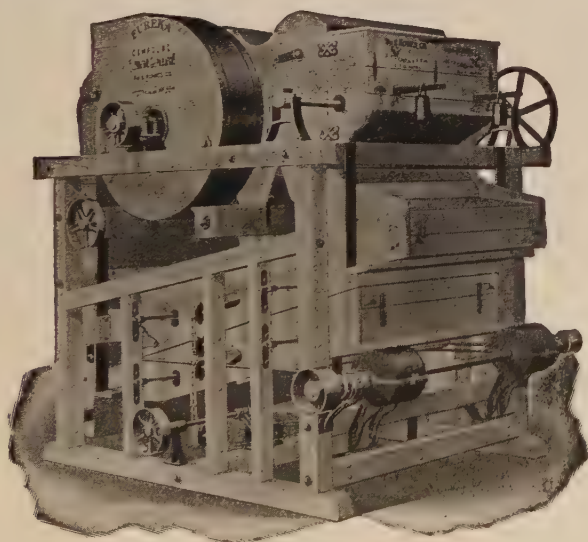
TRIUMPH CORN SHELLERS ARE SIMPLE

They have few parts and rarely ever get out of order. They are on the job shelling corn year in and year out.

We know of hundreds of Triumph Shellers that have run for ten years and more without needing any repairs.

Triumph Corn Shellers are fully described in our new sheller bulletin. We'll be glad to mail you a copy.

THE C.O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio



Ask someone who owns one

From a purely
"RESULTS-DELIVERED"
standpoint no machine
quite compares with the
"SERVICE-FULL"
"EUREKA"

It's a really-truly worth-more



GRAIN CLEANER

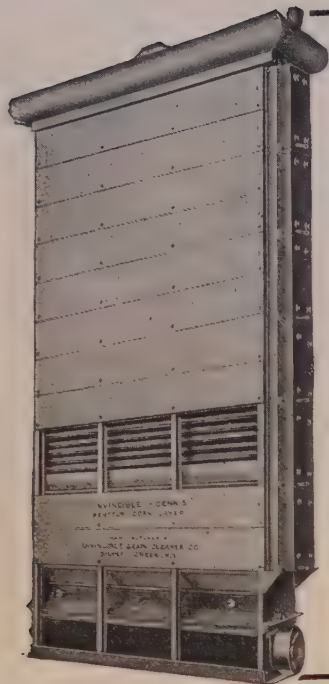


MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.

REPRESENTATIVES:

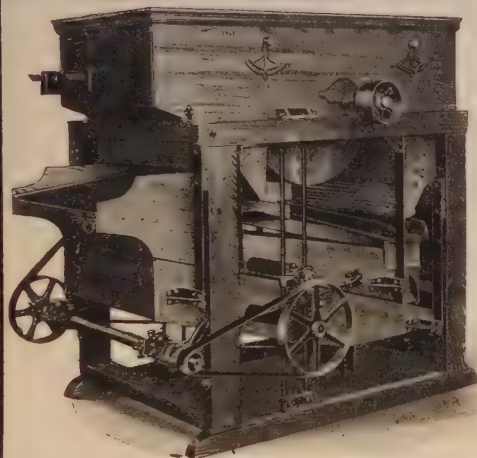
William Watson, 415 Western Union Bldg., Chicago, Ill.
J. E. Gambrill, 749 E. Church St., Marion, Ohio
J. Q. Smythe, 3951 Broadway, Indianapolis, Ind.
F. E. Dorsey, 4015 Prospect Ave., Kansas City, Mo.
Chas. A. Barnard, 415 Lewis Bldg., Portland, Ore.



In the next five months you can have an Invincible Grain Dryer installed and ready for operation. No special building is necessary. In the following five months the Dryer will pay for itself. Let us refer you to those who know from experience.

Invincible Grain Cleaner Company

Silver Creek, N. Y.



The WOLF Elevator Receiving Separator

Complete Elevator Equipment
Flour Mills

THE WOLF COMPANY
Chambersburg, Pa.

Car Order Blanks

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book.

Price, 50 cents

Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.
ENTERPRISE, KANSAS

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

Try Our Automatic Dump Controller

We believe this will be a big year in the Elevator Building Business, since the last year or so was given almost wholly to the repairing and remodeling of the old houses.



Since the closing of the War means the beginning of a New Era in the History of the World, so, also will the people be looking to the newest and best manner in which to handle their business. Therefore, when contemplating the erection of a new Grain Elevator, think what it means to have a perfect working dump and give your attention to making yours such.

There is no better way than by having it controlled by an Automatic device made expressly for this purpose. There are hundreds in use today giving satisfaction, and you can have this Service with little expense.

Drop a line to us and get full particulars regarding our AUTOMATIC DUMP CONTROLLER.

L. J. McMILLIN

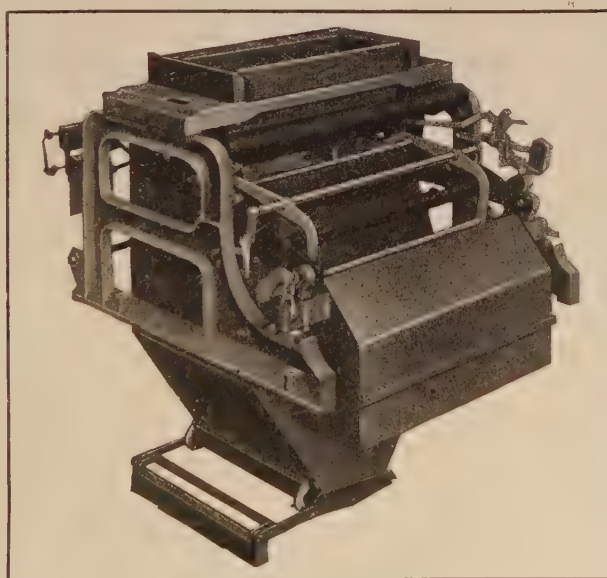
525 Board of Trade Bldg. INDIANAPOLIS, IND.

SHOOT HIM AT SUNRISE

IF HIS FAILURE TO PURCHASE A **NEW RICHARDSON**
FORCES HIM TO LOSE MONEY ON THIS BUMPER WHEAT CROP

Here is your opportunity, Mr. GRAIN MAN, to clean up a scad of lucre. Never was there such a crop of wheat to be moved. Have you put new shingles on the roof and new tin on the sides? Have you put in new dump logs and cleaned out the pit? Have you washed the office windows and put out the cat? SURE, YOU HAVE DONE ALL THESE THINGS. But DON'T YOU DARE look at that Shipping-scale until you start to load the first car, and then cuss, but don't cuss US. Just call us by 'phone. We're holding a scale for you and will ship it parcel post or airplane. We will save the day for you and get you a reprieve. But, say, don't too blamed many of you ask for eleventh hour salvation. Over two thousand of your pals have seen the light of day and bought NEW RICHARDSONS this year so far. But we are out after the lost sheep of the flock. If you haven't already bought, you are wandering; and if you don't buy blamed soon you will be lost in the hills. Borrow a needle from Watkins and slip us a wire.

Self-
Adjusting



Self-
Compensating

RICHARDSON SCALE CO.

Chicago,
209 S. State St.

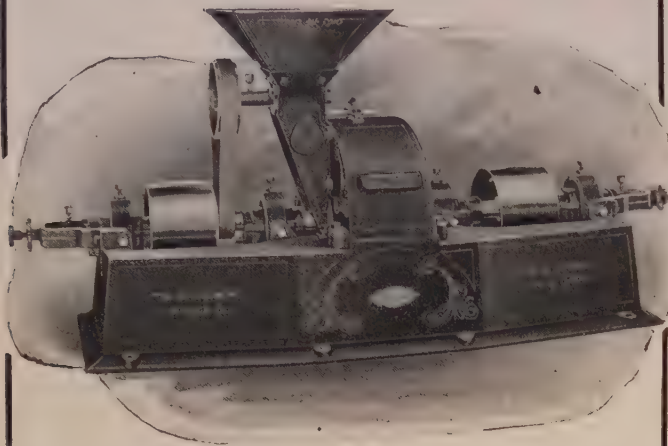
Omaha,
Keeline Bldg.

Minneapolis,
413 S. 3rd St.

Wichita, Kans.,
147 N. Emp.

Passaic,
N. J.

You Cannot Judge A Mill by the Advertised Description



If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

THE ENGELBERG HULLER CO.
831 W. Fayette Street SYRACUSE, N. Y.

WHAT DO YOU NEED

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books
Attrition Mill
Bags and Burlap
Bearings { Ball
 { Roller
Belting
Boots
Buckets
Car Liners
Car Loader
Car Mover
Car Puller
Car Seals
Cleaner
Clover Huller
Conveying Machinery
Distributor
Dump
Dump Controller
Dust Collector
Elevator Leg
Elevator Paint
Feed Mill
Fire Barrels
Grain Driers
Grain Tables

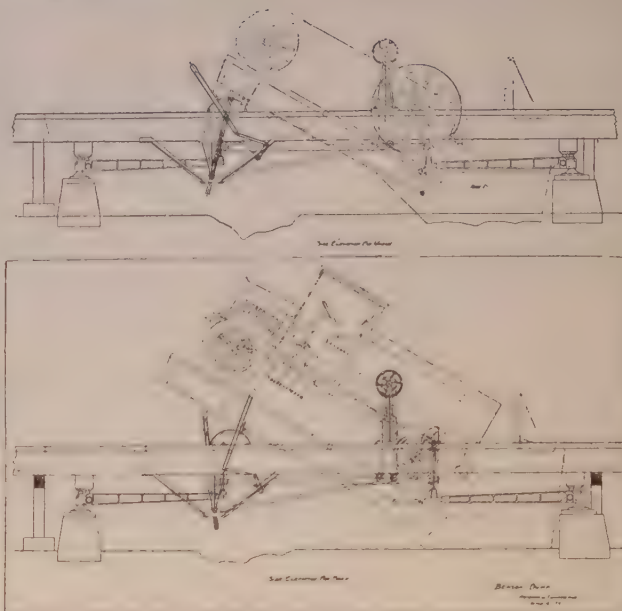
Gravity Cleaner
Lightning Rods
Manlift
Moisture Testers
Oat Bleachers
Oat Clipper
Painting or Repairing
Portable Elevator
Power { Gas Engine
 { Kerosene Engine
 { Motors
Power Shovel
Sample Envelopes
Scales
Scarifying Machine
Self Contained Flour Mill
Separator
Sheller
Siding-Roofing { Asbestos
 { Steel
Silent Chain Drive
Spouting
Storage Tanks
Testing Apparatus
Transmission Machinery
Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



Study the Illustrations

We have changed our combination truck and wagon dump from motive to hand power. We are using gravity (as you have been using for the past thirty years on the wagon) on the truck. In place of using an oil control either under the front of the dumping platform or as a rear control or a brake to retard the fall of the load of either vehicle, we use a hand wheel to which is attached a sprocket. From this sprocket there is a chain to the end of the shaft leading to the jack screw. Around the jack screw is a female threaded hub bolted to a ring gear which is driven by a pinion attached to the end of the shaft driven by the chain and sprocket. By this method you use the jack screw to retard the fall of the load of either vehicle, absolutely taking away all danger or hazard of the operator and making it a simple, positive and efficient means of unloading any vehicle as quickly as you want to. Our tests show that vehicles have been tilted to an angle of 30 degrees in 18 to 30 seconds and at all times you have absolute control without danger of the fall of the load.

Our Dump Is Attached to and Is Part of the Weighing Platform if Scale Is in the Runway.

There can be no question as to the correct weight if you use our dump. No other dump manufactured today will dump your load to the same angle without motive power or air pressure. We guarantee to tilt the platform to thirty degrees in less time than any other dump manufactured if you take into consideration the safety of the device.

Any one desiring to use motive power can also do it in connection with our dump by using two pulleys on pinion shaft and a clutch and automatic control which we will furnish on request, but do not think there is any need of changing from the greatest of all methods—GRAVITY. Any truck dealer will tell you that 75% of the weight of the loaded truck is carried on the rear axle, therefore, if our center bearing rod on which the platform pivots is in front of this load and the wheel base of the rear axle is always in one position, you cannot question our method. When the truck is empty, any dealer will tell you that there is 20% more weight on the front axle than on the rear, therefore, on the truck load we use our jack to retard the movement of the load in both directions.

Our dump thoroughly cleans your wagon or truck in the same manner that you have always unloaded grain. With the exception that by our device, there is not any possibility of the operator being injured and the cost of installing our dump is practically nothing.

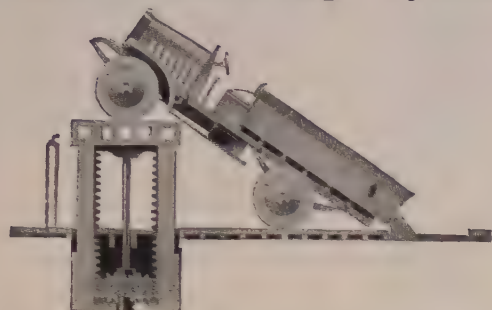
Where the scale is not in the runway, our dump can be used on a 16-foot platform. Where the scale is in the runway you can use either a 22 or 26 foot weighing platform dumping over the end or through the scale.

ORDER ONE TODAY, and when it is installed and does what we claim, you can remit for it.

EDWARD R. BENSON COMPANY

MINNEAPOLIS, MINN.

THE TRAPP Grain Dumping System



It Dumps Any Auto or Wagon

Is easily installed and does not disturb your present wagon dumping arrangements. The illustration shows its principal features. The auto is raised carefully by air—the best and cheapest power. You can raise the car to any height, or just enough, so the grain will flow. No danger to driver or truck. The operator has complete control of the raising device through the air valve.

All wise elevator men will investigate this device now and be prepared to accommodate their customers this season. Write for particulars and any information desired.

TRAPP-GOHR-DONOVAN CO.

1125 No. 22nd Street

OMAHA, NEBR.

Seedsman, Listen:

Emerson Wheat Testers or Kickers make an absolute perfect separation of oats from wheat—eliminates all guess work, all disputes between buyer and seller are settled on the spot.

Farmers prefer to buy and sell where the test is made with the Emerson. The Government laboratories and inspection depots of the U. S. Grain Standardization Department are equipped with over 100 Emerson Testers. Over 10,000 of these machines in use. We make larger sizes that also make a perfect separation of oats from wheat. Write for pamphlet giving full description and unsolicited comments.



W. H. EMERSON & SONS

DETROIT, MICH.

WINDSOR, ONT.

TRUCK DUMPING

Your Problems Solved

We have a **Combination Truck and Wagon Dump** that is in successful operation.

It is Simple, Efficient and Inexpensive. Operates Automatically, works with any length truck.

Shipped complete, ready to set up, with full instructions for installation.

Write Quick for Demonstration Proposition

Automatic Combination Dump Company

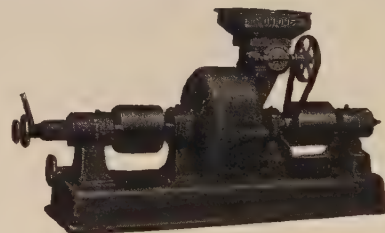
502 Grain Exchange Bldg.
Omaha, Nebr., U. S. A.

UNIQUE MOTOR-DRIVEN BELT-DRIVEN ATTRITION MILLS

will grind economically.

One man wrote us recently:

"In first month I did \$200.00 worth of grinding at a cost of \$35.00 for electric power. I charge 10 cents per 100 lbs."



ARE YOU GOING TO PASS UP THE OPPORTUNITY OF MAKING MONEY THIS YEAR? BUY A UNIQUE TODAY.

Write Nearest Office

Robinson Mfg. Co. Muncy, Pa.

P. O. Box 411

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A Reliance Elevator

is economical and efficient in operation because it is correctly designed and properly constructed.

For years we have studied carefully the needs of the grain trade, progressing constantly with developments in engineering and construction, and we know how an elevator should be built to give complete satisfaction.

We build them that way.

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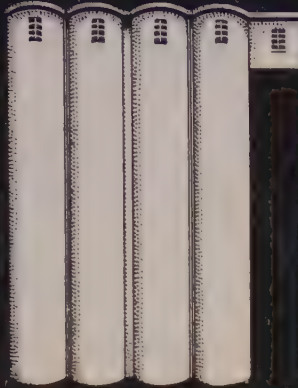
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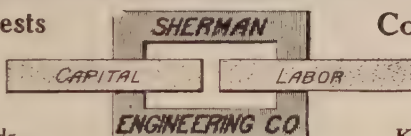
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Year after year we build for the same clients.
There must be a reason.

Let Burrell Engineering & Construction Company
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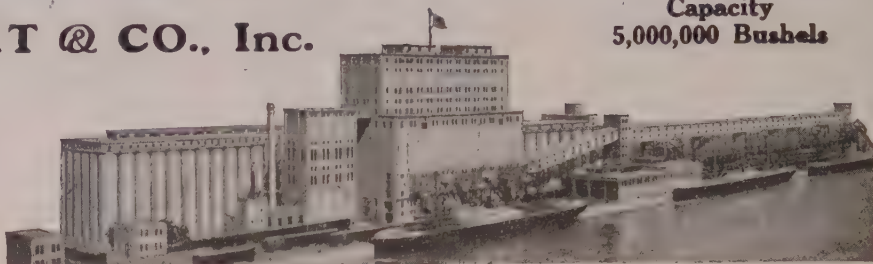
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Pennsylvania Railroad Co.'s Terminal
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Concrete Central Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

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1,500,000 Bushels

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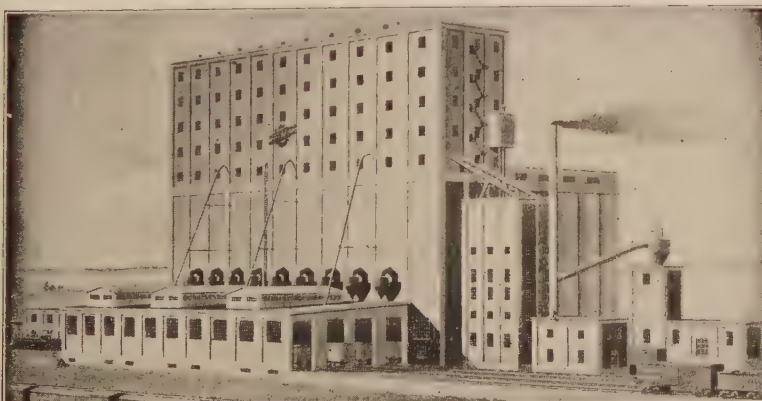
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WE HAVE AN ENVIABLE RECORD FOR SERVICE



The 1,250,000 Bushel

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at

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is the latest acknowledgment of our
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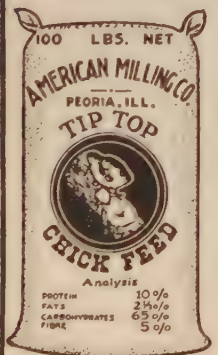
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Builders of Modern, Fireproof
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Place Poultry Feed Orders Now!

*High
Quality
Guaranteed*



SUCRENE Poultry Grain Feeds

Our big new elevator and our facilities for manufacturing poultry feeds were not impaired by the recent fire at our Peoria plant. Our capacity for producing these feeds is 10 cars per day and we solicit car load orders on assurance of prompt delivery.

There's More Poultry to Feed in 1919 Than in Any Previous Year

Everywhere—in city, town and country—poultrymen have been busy at government request and under the influence of high prices. The bulk of the poultry feed business is in the grain feeds.

Sucrene Poultry Grain Feeds are famous for being composed of clean sound grains, for careful mixing and milling. They combine all the requisites of selling success—Quality, Popularity, Complete Line, Steady Demand, Low Selling Cost, Good Profits.

Our line of grain feeds for poultry meets every demand of your trade. It includes: Sucrene Scratch Feed, Cluck Cluck Scratch Feed, Tip Top Scratch Feed, Sucrene Chick Feed, Tip Top Chick Feed.

Let us have your order for a mixed car at once. It will give you the "inside track" on the demand for every class of poultry feeds.

Quality and Service is our Motto—and a profitable business asset to you,

AMERICAN MILLING COMPANY

MILLS: Peoria, Ill.; Owensboro, Ky.
BRANCHES: Philadelphia, Pa.; Cleveland, Ohio; Boston, Mass.

Address Main Office, PEORIA, ILL.

KANSAS CONVENTION NUMBER

WHEAT CONSIGNMENTS SOLICITED

You make no mistake in giving us an opportunity to handle your shipments.

We also deal in straight or mixed cars of all kinds of feed.

**MILL FEED
CORN CHOP
OATS
ALFALFA FEEDS
ALFALFA SEEDS**

and various field seeds. When in the market to buy or sell, for results, write, phone or wire

**CROYSDALE
GRAIN CO.**

303 Bd. of T. KANSAS CITY, MO.

KANSAS CITY

KANSAS CITY, the hub of the Southwest, is the natural market for receiving and distributing not only the crops of the Southwest, but the produce which the Southwest must ship in to run its farms during the lean years.

Kansas City is not only an old and well established market, but it has long been recognized one of the world's greatest grain markets.

Its many railroads radiating in all directions not only make it an easily accessible market for all grain growing sections of the Southwest, but also a favorable buying market for thousands of millers further East.

Its eleven mills furnish a strong and active market at all times for high grade grain, and its thirty-eight grain store-houses, affording room for over 25,000,000 bushels of grain, help to postpone the day when a large movement of grain shall force the issuance of an embargo of the placing of all shipments on a permit basis.

THE GRAIN RECEIPTS of Kansas City last year exceeded 100,-
(Continued on page 968.)

AVAIL YOURSELF
of our

Personal Service

You will get satisfaction if you consign to us at either

**KANSAS CITY
or ST. LOUIS**

**ADDISON
GRAIN CO.**

Successors to Addison-Benton Co.
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CONSIGNMENT SPECIALISTS

Wheat, Corn, Oats, Milo, Kaffir

Get our prices before you
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KANSAS CITY, MO. ST. LOUIS

WHEAT CONSIGNMENTS A SPECIALTY

Reconstructive Efficiency

ESTABLISHED 1890

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Kansas City, Mo.

CONSIGNMENTS

You Profit by
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grain business

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Board of Trade, Kansas City, Mo.

TWIDALE- WRIGHT GRAIN CO.

**Grain
Consignments**
Our Specialty

268 Board of Trade Annex
KANSAS CITY, MO.

KANSAS CONVENTION NUMBER

GOFFE & CARKENER

*Always at
Your Service*

**Including the
Experience of**

**26 YEARS
at the Same Stand**

KANSAS CITY

000,000 bushels, and 1918 cannot be considered a good year, because the first six months there was little wheat hanging over from the 1917 crop to handle, but during the calendar year of 1918, Kansas City received approximately 50,000,000 bushels of wheat, 30,000,000 bushels of corn, 2,000,000 bushels of kaffir, milo and feterita, 16,000,000 bushels of oats, a half million bushels of rye, and 1,500,000 bushels of barley.

Every grain dealer will quickly recognize that to handle an enormous crop expeditiously, efficiently and satisfactorily to the shippers, must of necessity require the employment of a large number of men well schooled in the details of consummating sales quickly, and caring for each step of the transaction in a manner that prevents disappointing results and makes for dependable returns.

THE RAPID GROWTH of the Kansas City market not only reflects the hustle and enterprise of the seventy-five receiving firms now firmly

(Continued on page 969.)

Start the Season Right

Consign to



**232-234 Board of Trade
Kansas City, Mo.**

Our personal service
and individual efforts
will please you and
make money for you.

**FRANK CLAY
JACK LEAHY
DICK SIMPSON**



HALL-BAKER GRAIN CO.

**Grain Commission
Merchants**

608 Board of Trade Bldg.

*Special Attention
Given to
Consignments*

**All Shipments Sold by
Sample on Their Merit**

**Buyers of All Grains
to Arrive**

ASK FOR BIDS



**WE WANT YOUR
WHEAT
CONSIGNMENTS**

*Satisfactory Service Always
Rendered*

**603 BOARD OF TRADE
KANSAS CITY, MO.**

*Members
Kansas City Board of Trade*

KANSAS CONVENTION NUMBER

WHEAT CONSIGNMENTS

—we satisfy you

Milo and Kaffir Our Specialty in Season

If business integrity, personal attention to your shipments, aggressive sales department and service of 30 years experience is what you want—ship to

THE
Moffatt Grain Co.
KANSAS CITY

KANSAS CITY

established in that market, but it also stands a convincing testimonial to the high regard in which these 75 firms are held by the grain trade of the Southwest.

Their persistent and consistent efforts to guard and protect the interests of the outside patrons of their market is a history of much well thought out, energetic work in the line of careful sampling, weighing and grading grain. The Kansas and the Missouri Grain Inspection Departments are working harmoniously to attain that efficient sampling and grading of grains shipped into the Kansas City market that shall insure uniformity for all patrons.

Kansas City has long had the lion's share of business from the country shippers of Kansas and other grain growing states of the Southwest, and this year finds it better equipped than ever to render efficient service to all.

AYLSWORTH GRAIN CO.

Wheat

Corn

Oats

Kaffir

Milo Maize

Feterita

Board of Trade, Kansas City, Mo.

CONSIGNMENTS

We specialize in
FETERITA KAFIR MILO
Hipple Grain Co., Kansas City, Mo.

Terminal Elevators

J. ROSENBAUM GRAIN CO.

GRAIN MERCHANTS

We will be actively in the market for new wheat for shipment to Kansas City, Galveston and Chicago.

Ask for our bids before selling.

We operate large concrete and steel elevator and make a specialty of storing grain in separate bins for grain dealers and millers.

Ask for our storage rates.

226-230 Board of Trade
Kansas City, Mo.

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Thresher Fuller Grain Co.
Kansas City, Mo.

CONSIGNMENTS? Yes, and
everything in the grain line.

SHIP TO THRESHER

Operators
K. C. S. and Acme
Elevators

Mill orders given
personal attention



Get our bids on
grain to arrive
or try us on

Consignments

REXALL

DOUBLE

Where Extra

The extra service that REXALL double-stitched conveyor belts have been giving in the grain elevator fields begins with the raw materials.

A belt is no stronger or no more durable than the material that is originally put into it. It is no more efficient than the processes through which that belt must pass in the course of its manufacture.

REXALL extra-service is guaranteed by—

Extra weight fabric—using $37\frac{1}{2}$ oz. fabric made to our own specification and triple tested for evenness of weave, elasticity and tensile strength.

Double-stitching in closer rows and shorter stitches than any other belting prevents ply separation.



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BELTS**

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Service Begins



Impregnation through a special process using a gum compound temporarily liquefied at a high temperature which impregnates and insulates every fibre of the fabric. A lubricant and protection to the fabric against wear, water and weather, leaving the belt permanently tough, yet flexible.

Gradual Factory Stretch—the life and strength of the belt are retained through gradual stretching, approximating as closely as possible actual service conditions. Where others stretch a belt in a couple of days we take 3 weeks or more.

In every step of the manufacture of REXALL belts the idea is to put more into them so the user will get more service out of them. REXALL belts are rugged enough to stand up 25% longer under severe service demanded of the belts in the grain elevator field.

Consult our engineering staff if you wish assistance in solving a difficult or unusual conveying problem. This service is offered without obligation.

ELTING CO.

on and Kinzie Sts.

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112 Market Street,
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Salt Lake City, Utah.

o Belts are especially
ed for bleachery service

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The rate for advertisements in this department is 25 cents per type line each insertion

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30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

60,000 bu. CENTRAL ILLINOIS ELEVATOR, located on private ground. Cheap if sold soon. Address Central, Box 6, Grain Dealers Journal.

GRAIN ELEVATOR and Feed House at Rosendale, Wisconsin. Price \$1,500.00. Rich farming country. Address Cereal Products Co., Manitowoc, Wisconsin.

ELEVATOR, Meal and Mixfeed Plant for sale at Pine Bluff, Ark. On Missouri Pacific and Cotton Belt Railroads. Good mix car shipments. Address R. B. Jones, Pine Bluff, Ark.

5,000-BUS. ELEVATOR in best wheat and corn section of Mo., 60 miles east of Kans. City, Mo. Price reasonable. Address Verly, Box 9, Grain Dealers Journal, Chicago.

CENTRAL IOWA ELEVATOR and residence, all new. Coal, feed and chance to work other lines. General store at same place can be bought. A dandy layout. Address General, Box 11, Grain Dealers Journal, Chicago.

CHEAP for quick sale. Good 10,000 Bu. Studied Elevator. Electric lights and power. Cribs for 3,000 Bu. Ear Corn. Bins for 100 tons coal. Good territory and good business. No competition. Address: Central Iowa, Box 11, Grain Dealers Journal, Chicago.

25,000 BU. CAPACITY CONCRETE ELEVATOR located in Chicago. 500 tons storage capacity for sacked feeds. This building suitable for seed warehouse or mfg. plant. Furnished complete with all necessary machinery. Almost new, 1st class running order. Address Feeds, Box 10, Grain Dealers Journal, Chicago.

TWO GRAIN ELEVATORS in Western Missouri. Located in best wheat section in state. Bumper crop promised. Best of reasons for selling. Act quick. Address M. B., Box 9, Grain Dealers Journal, Chicago.

30,000-BU. ELEVATOR in good condition at a station on the Wabash R. R. in central Ills. handling 450,000 bu. of grain annually. One good competitor. Coal and farm machinery business goes with it. Address Hurry, Box 8, Grain Dealers Journal, Chicago.

GRAIN ELEVATOR with 50 bbl. Midget Flour Mill in connection. Elevator equipped with corn sheller, cleaner, hopper scale for loading out and automatic sacking scale. Mill fully equipped for making good flour and getting a good yield. This is located in a county seat town of about 2,500 inhabitants. It's a good trade point, and there is a large amount of wheat and corn tributary. Will sell this on easy terms. Address S. A. Marshall, 517 Grain Exchange Bldg., Oklahoma City, Okla.

FOR SALE—3 COUNTRY ELEVATORS, in richest wheat growing section of the Northwest. Doing good business—made over 50% on investment last year. Will sell one or all—terms easy. Address Bixota, Box 10, Grain Dealers Journal, Chicago.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdort & Co., Bonnot's Mill, Mo.

ELEVATORS FOR SALE.

PART INTEREST FOR SALE in a few elevators in Barton, the banner wheat county of Kansas. Crops immense. Address 515 New England Bldg., Topeka, Kansas.

FOR SALE: 25 CAP. elevator in good grain town in northwestern North Dakota. Will sell cheap for cash or on easy terms. Address 47 Chamber of Commerce, Minneapolis, Minn.

FOR SALE OR EXCHANGE: Two Country Elevators in good wheat and corn section of Central Nebraska. For further particulars address Elevator, Box 11, Grain Dealers Journal, Chicago.

FOR SALE: 40 CAP. elevator in good grain town in western North Dakota. Elevator in excellent condition. Will sell cheap for cash or on easy terms. Address 47, Chamber of Commerce, Minneapolis, Minn.

TWO ELEVATORS; one a Grain, Coal, Flour and retail Feed business located at Marshalltown, Ia.; the other at Le Grand, Ia., an adjoining town, handling Lumber, Grain, Coal and Feed. Both doing a good business. Priced right. Address B. L. Cook, Marshalltown, Ia.

FOR SALE or exchange for town property or farm, an Ohio country Elevator handling 300 cars of grain, hay and merchandise. Price \$4,500. Address Right, Box 8, Grain Dealers Journal, Chicago.

25,000-BU. CAPACITY ELEVATOR AT MAX, N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000, balance terms. Address Ernest Balsukot, Plaza, N. D.

FOR SALE—1ST CLASS N. W. OHIO ELEVATOR. 18,000 bus. capacity. Coal, hay business and residence property included. Good town, no competition. Will trade for farm. Good reasons for selling. Address Ville, Box 9, Grain Dealers Journal, Chicago.

NEBRASKA 10,000 BU. ELEVATOR including residence and about 25 acres of land. Both in excellent condition. Located in best farming section of Neb. Only elevator in town. Good territory. Address Only, Box 7, Grain Dealers Journal, Chicago.

ELEVATOR, Seed, Feed and Coal Business. A thrifty business, good location, in live town located in one of the best grain producing regions in southern Iowa. Only elevator in large trade territory. Reason for selling, owner finds it necessary to change climate on account of poor health. Price reasonable. Write for particulars. F. M. Keeney & Sons, Woodburn, Ia.

CONTROLLING INTEREST in Grain Business. Elevator capacity 40,000 bus.—good cribbed house—new, 1917. Balance stock owned by farmers. Also all of lumber business with good 7-room house—new. Takes \$18,000 to swing deal. Good salary attached. Central Illinois location. Station handles 600,000 to 700,000 bu. grain. Gross lumber sales 1918, \$25,000. Good reason for selling. Victory, Box 9, Grain Dealers Journal, Chicago.

ONLY ELEVATOR in one of the best farming communities in central Indiana. Well equipped house of 35,000 bus., steam power, 3 dumps, sheller, cleaner, automatic scale, car loader and feed grinder. This place will admit the closest investigation. On good railroad and interurban line. If you are looking for a place where you can make money and enjoy living, this is it. H. M. Freeman, 806 Board of Trade, Indianapolis, Ind.

"Our ad in your paper brought us numerous inquiries, showing that you are reaching the HEART of the TRADE."

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ELEVATOR WANTED. Send description and price. C. C. Shepard, Minneapolis, Minn.

WANTED, to exchange town income property for one or two elevators. Address H. A., Box 2, Grain Dealers Journal, Chicago.

WANT ELEVATOR IN ILLINOIS in exchange for 440 acres good land in Minnesota. Fair improvements, \$50 per acre. Address: Inland Grain Co., Galesburg, Ill.

AN ELEVATOR located in Central Iowa preferred. Give price and particulars first letter. Address General, Box 6, Grain Dealers Journal, Chicago.

WANTED TO BUY OR LEASE ELEVATOR about 10,000 bu. capacity; Kansas location. State terms and full particulars first letter. Center, Box 10, Grain Dealers Journal, Chicago.

WILL SELL OR EXCHANGE for grain elevator in N. D. or Mont. 320 acre Grain and Stock farm in central N. D. Address P. O. Box 425, Velva, N. D.

WANTED—To buy for cash, first-class elevator showing good volume of business in central Indiana. Address C. A. B., Box 1, Grain Dealers Journal, Chicago.

WANT TO BUY one or more good elevators doing a good business. Illinois or Indiana preferred. Address Brothers, Box 10, Grain Dealers Journal, Chicago.

WILL EXCHANGE 320 ACRES Kiowa County, Kansas land for Illinois Elevator, 125 acres now in wheat, 80 acres will be planted in corn. Exchange, Box 8, Grain Dealers Journal, Chicago.

PARTNERS WANTED

I HAVE A LOT adjoining right-of-way of good railroad; about 10 miles from Frankfort, Ind. Good location for elevator, coal business and side lines. I want a partner who will help finance the building of house, and act as manager of the business. Address Weller, Box 10, Grain Dealers Journal, Chicago.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATORS FOR SALE—Write to Julian L. Buckley, Elevator Broker, David City, Nebr.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLYBAUGH, elevator broker, Frankfort, Ind.

MILLS FOR SALE.

FOR SALE: NO. 1, three roll Wilford Feed MILL, good as new. Address 47 Chamber of Commerce, Minneapolis, Minn.

HAVE 4 DOUBLE STANDS 9x24 and 4 double stands 7x20 Allis Roller Mills. Also two 9x24, 3 pair high Hutchinson Roller Feed Mills, all in fine running condition. J. B. Dutton Machinery Co., 321 Stevens Bldg., Detroit, Mich.

THE FLOUR and FEED MILL at Hillsboro, N. D. Flour capacity 100 bbls. Electric and steam power. Good location for mill. Will sell cheap. Owners not in position to operate it. Would consider trade in N. D. or western Minn. land. Hillsboro Nat'l Bank, Hillsboro, N. D.

125 BBL. Flour Mill, modern machinery: feed business in connection. Doing good business. 2 elevators, only ones in town of 3000. Two railroads. Good grain country. 70 miles from St. Louis. Can be bought right. Illinois Box 11, Grain Dealers Journal, Chicago.

75 BBL. FLOUR MILL for sale. Mill and machinery in fine condition and repair. In operation at present time, doing good business. Situated in center of hard wheat country, with splendid territory to draw from. All grain bought at mill door. If interested, get in touch with J. H. Wilson, P. O. Drawer "A," Indian Head, Sask., Canada.

FULLY EQUIPPED FEED MILL,

complete equipment for manufacturing 30 varieties of cattle, horse, chicken and hog feeds. Capacity 250 tons daily. Good condition and now in operation. Advantageously located in Chicago. Will sell at 3/4 of cost to build. Write for further particulars to Mill, Box 8, Grain Dealers Journal, Chicago.

MILLS AND ELEVATORS FOR SALE.

20,000 BU. elevator, equipped with electric power. Cement block feed mill 20x24 with basement and equipped with 24" 30 h.p. electric mill sheller and crusher. Coal and wood yard. Address Thos. E. Waters, Hastings, Mich.

FIRST CLASS CRIBBED, Galvanized Iron Clad Elevator of about 20,000 bu. capacity; Good Roller Meal and Chop Mill in connection. Storage in plant for 40 tons or more Feed. Equipped for Shelling and Cleaning Grain in transit. 1st class equipment, occupies a city block, on private track of 500 to 600 ft. with room for other buildings; Feed Yards in connection; also Seed business and Custom Grinding. Located in Kansas, on Santa Fe Ry., about 50 miles from Kansas City. Address Bargain, Box 10, Grain Dealers Journal, Chicago.

BUSINESS OPPORTUNITIES.

FOR SALE: A very comfortable interest in an old established St. Louis firm. Particulars to interested parties. Address: Interest, Box 11, Grain Dealers Journal, Chicago.

FOR SALE for good reasons, profitable wholesale and retail grain business in live, healthful, delightful Colorado city. Annual business \$700,000. Requires about \$75,000 to handle. Address Grain, Box 9, Grain Dealers Journal, Chicago.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

MALE HELP WANTED.

EXPERIENCED GRAIN SOLICITOR to travel thru Indiana and Illinois for Commission House. Give reference. Address Dale, Box 11, Grain Dealers Journal, Chicago.

SALESMEN wanted to sell Columbia Fly Killer in your neighborhood, county or state. It absolutely kills flies on cattle. Write for particulars. The F. C. Sturtevant Co., Hartford, Conn.

ELEVATOR CONSTRUCTION FOREMAN, good wages and steady work for sober and industrious man. Also elevator CARPENTERS and HELPERS. Address or call at Room 3, Grain Exchange, Omaha, Nebr.

WANTED BY A LONG ESTABLISHED conservative grain commission firm, several experienced traveling men of good address and habits. One for Iowa, others for Kansas, Oklahoma and Nebraska. Must have experience and established trade and be able to show results. Address B. C. CHRISTOPHER & Co., Box 590, Kansas City, Mo.

MEN TRAVELLING OHIO, West Virginia, Virginia or eastern Kentucky open for large line of manufactured feeds as side line on commission. Opportunity to pick up some nice money on side. Commissions allowed on repeating orders coming direct to house from your customers. Address Feeds, Box 11, Grain Dealers Journal, Chicago.

OLD, RELIABLE firm established 16 yrs. wants man about Aug. 1 to travel the state of Ohio, introducing a line of manufactured Feeds to dealers, and buying Hay and Grain. Man with selling experience preferred. Straight salary. State age, experience, whether married and minimum salary. Address American, Box 11, Grain Dealers Journal, Chicago.

SALESMAN WANTED.

YOUNG MAN of good education and character to travel South Eastern territory as representative of one of Indiana's leading mills. Splendid opportunity for the right man. Must have experience in the sale or manufacture of corn meal and corn products. Give full particulars in first letter. Reference required. Box 468, Lawrenceburg, Indiana.

WANT A MAN who has had experience in cleaning Clover and Grass Seeds, also familiar with grain and feeds. Would prefer a man with experience in Michigan, though this is not necessary. This position offers a chance for advancement and ultimately a connection with a well-established and growing business for the right man. Reply in own handwriting, stating age, experience, married or single, salary wanted and when free to accept a position. Correspondence strictly confidential. Address Beans, Box 11, Grain Dealers Journal, Chicago.

MALE HELP WANTED.

MANAGER for Country Lumber Yard and Grain Elevator. \$150 per month to start. Address Mars, Box 10, Grain Dealers Journal, Chicago.

EXPERIENCED ELEVATOR MEN WANTED to manage country buying stations in central Kansas. Address Cherry, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED: MANAGER for grain and feed business at country station, Edwardsburg, Mich. Give full references and salary wanted. Address Carpenter Grain Co., Battle Creek, Mich.

MANAGER FOR GRAIN BUSINESS AT COUNTRY STATION. Must be experienced. Give references and state salary wanted. Address Cipher, Box 8, Grain Dealers Journal, Chicago.

MANAGER for Elevator; 50 bbl. Mill. hay and coal Country station. Must be good book-keeper. Give references and salary in 1st letter. Address Jule, Box 10, Grain Dealers Journal, Chicago, Ill.

MANAGER WANTED for Burr Farmers Elevator and Supply Co. Give references, experiences and salary wanted. Application must be in before June 14th, 1919. Henry D. Rye-son, Sec'y, Canby, Minn.

WANTED CAPABLE MAN for grain and lumber business. One who can keep a set of books and is willing to do outside work about the yard. Address Holmes Box 9, Grain Dealers Journal, Chicago.

WANT AN EXPERIENCED ELEVATOR MAN who is also an experienced steam boiler engineer. Give age, experience, reference, married or single, salary expected. Must be sober. Henry J. Nobbe, Nokomis, Ill.

WANTED: SEVERAL competent country elevator managers. Hard and soft wheat territory; retail trade. State age, experience, and salary in first letter. Address "S," Box 11, Grain Dealers Journal, Chicago.

SUPERINTENDENTS for country elevator construction in reinforced concrete. Men familiar with draw-form work and who can handle job from start to finish. Apply, giving references and salary expected, to Simon Construction Co., Columbia, Missouri.

FEED SALESMAN WANTED.

We have selling agency for Penn. on Stock, Dairy, Scratch, Chick, Mash, Horse, Oat Feed, etc., manufactured by one of the largest concerns in U. S. and need services of high grade salesman to maintain trade established during past 5 years and also to open up new business. Write us, giving experience, present employment, age, salary expected and other qualifications. S. F. SCATTERGOOD & CO., Bourse Bldg., Phila, Penna.

NO WANT TOO LARGE
NO WANT TOO SMALL
"JOURNAL" WANT ADS
SUPPLY THEM ALL.

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GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Seventy-five Cents for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

Use Universal Grain Code and Reduce Your Tolls.

SITUATIONS WANTED.

AS MANAGER of grain elevator. Address S. M. J., Box 11, Grain Dealers Journal, Chicago.

AS MANAGER OR 1ST ELEVATOR MAN with some Line Co. Married. Sober and reliable. 5 yrs. exp. in elevator. Best of ref. Address Exchange, Box 10, Grain Dealers Journal, Chicago.

AS MANAGER OF AN ELEVATOR, 15 yrs. experience in Grain, Flour and Feed. Prefer Iowa. Good references. 50 yrs. of age. Married. Good bookkeeper. Address Steady, Box 10, Grain Dealers Journal, Chicago.

POSITION AS MANAGER of Country Elevator by man of experience who is not afraid of work. Farmers' elevator preferred, but will take any good job. Address Choice, Box 9, Grain Dealers Journal, Chicago.

SITUATION WANTED by Aug. 1st, as manager of Elevator by experienced man 37 yrs. of age. Five years with present firm. Expert accountant. Prefer Central Ill. Address: Accountant, Box 11, Grain Dealers Journal, Chicago.

POSITION AS MANAGER of Grain Elevator. Understand grain conditions and have had 5 yrs. experience. Prefer Farmers' elevator where a large amount of grain is handled. Address Experienced, Box 11, Grain Dealers Journal, Chicago.

CAPABLE, EXPERIENCED, Sober HUSTLER seeks position in good territory; anywhere west of Eastern Illinois where real grain exists. Want to manage an elevator proposition that will "elevate." A-1 value given and "white" rewards expected. Hustler, Box 10, Grain Dealers Journal, Chicago.

MARRIED MAN IN UPPER THIRTIES; college education. Experience covers that of manager, solicitor and telegrapher for grain brokerage houses; collection manager for mercantile agency; also railroad experience. Have sales ability. Wish to connect with good grain firm. Address Quick, Box 10, Grain Dealers Journal, Chicago.

BY EXPERIENCED GRAIN MAN crop specialist and barley expert. If your firm is interested I solicit your proposition for a position in the grain line or grain products; as manager, traveling or stationary, purchasing or selling agent. I have had vast practical grain handling, grading and marketing experience, for years operating Country and Terminal Elevators, specializing in Barley and Oats and operating Grain Purifiers. Have made study of yearly crop investigations, farming and marketing conditions. D. H. Stühr, 736 12th Street, N. W., Washington, D. C.

MACHINES WANTED.

ONE MONITOR RECEIVING SEPARATOR wanted. Harsha & Gifford, Seaman, Ohio.

WANTED—One No. 4 Cranson Buckwheat Scourer. Loughry Bros. Milling & Grain Co., Monticello, Indiana.

WANT A 2ND HAND MONITOR Automatic Receiving SEPARATOR with disc oiling eccentric and sieve cleaners, size No. 10, 11 or 12; style "B" preferred, style "A" considered. Clare, Box 10, Grain Dealers Journal, Chicago.

WANT 260 feet of 12 or 14 inch heavy ply Elevator Belting with cups attached; 2 large Elevator Heads; 2 Elevator Boots; one 100 bu. Hopper Scale; 1 large capacity Corn and Wheat Cleaner. What have you? Address Carpenter Grain Co., Battle Creek, Mich.

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* presents only reputable concerns.

MACHINES FOR SALE.

ONE MONITOR OAT CLIPPER NO. 8. Absolutely as good as new. The McMillen Co., Fort Wayne, Ind.

TWO NO. 8 BOSS Car Loaders, complete with counter shafts and pulleys. Good as new. A. H. RICHNER, Crawfordsville, Ind.

NO. 5 RICHARDSON SEPARATOR—used only one season and in excellent condition. Write offer to Taylor & Patton Co., Des Moines, Ia.

EUREKA DUSTLESS RECEIVING SEPARATOR. Manufactured by Howes Co., Silver Creek, N.Y. Write offer to Willis Morris, New Lenox, Ill.

GREAT WESTERN Controllable Wagon Dump; complete with chain and irons; as good as new. Will take \$15. Severy Mill & Elevator, Severy, Kans.

CYCLONE DUST COLLECTORS. Have two No. 8, five No. 7, three No. 6, two No. 5 and one No. 3. Late make. Perfect condition. J. B. Dutton Machinery Co., 321 Stevens Bldg., Detroit, Mich.

ONE NO. 8 BOWSER Feed Mill in perfect running order. First person sending check for \$50 will get this machine. Price F. O. B. cars point shipment. Goodrich Bros. Hay & Grain Co., Winchester, Ind.

ONE NO. 2 Sidney Oscillating Corn and Grain Cleaner in good condition and one 6-ton Fairbanks Scale in good condition. Richards & Armacost, New Hope Station, Ohio. (P. O. address, Campbellstown, O.)

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiving Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

200 BUS. capacity Sidney Combined Sheller and Cleaner, new, never been used. Price \$200. Also No. 7 Clipper Cleaner, capacity 200 to 300 bus. Good condition; at your own price. Installing larger one reason for selling. La Paz Grain Co., La Paz, Ind.

FOR SALE: One No. 7 Monitor Oats Clipper, without shoe. One No. 6 Monitor Warehouse Separator. One No. 0 Invincible Cracked Corn Grader and Purifier. One No. 0 Smith Purifier. One 1000 lb. Gaunt Sieve Batch Mixer. One 18 inch Single Disc Port Huron Dreadnot Feed Grinder. One No. 9 Bowsher Feed Grinder. One 7 inch Austin Vertical Steam Separator. One 3½ HP Air Cooled Gasoline Engine, on Skids. LOUGHRY BROS. MILLING & GRAIN CO., MONTICELLO, INDIANA.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

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WE HAVE A LARGE STOCK of Flour Mill Machinery, such as Roller Mills, Purifiers, Reels, Attrition Mills, Millstones, Corn Shellers, Cob Crushers, Elevators, Belting, Shafting, Pulleys, etc. We are in the market for second-hand machinery. Send us your inquiries. J. B. Dutton Machinery Co., 321 Stevens Bldg., Detroit, Mich.

GASOLINE ENGINES FOR SALE.

ONE 50 H. P. and one 15 H. P. Gas Engine for sale at a bargain. Mangelsdorf Seed Co., Atchison, Kansas.

FOR SALE: Fairbanks-Morse Gasoline Engine, 20 h.p., new cylinder and piston. Only \$275.00 on cars. E. P. Hoerr, Aurora, Ill.

NEW AND REBUILT Engines from 1½ h.p. up. Clutch Pulleys, General supplies and Repairs. Bauroth Bros. Co., Springfield, Ohio.

HAVING INSTALLED electricity we offer one 20 h. p. Fairbanks-Morse gasoline engine in good condition. \$250.00 loaded on cars. Farmers Union, Lyons, Kansas.

FOR SALE: One 25 h.p.; one 35 h.p., and one 45 h.p. Miami Gas Engines, in excellent condition. Address: The Shartle Brothers Machine Co., Middletown, Ohio.

ONE 30 H.P. MUNCIE OIL ENGINE, used 2 yrs. Using electric power reason for selling. Also one new No. 1 Monarch Receiving Separator and 48x12 friction clutch pulley. Wm. M. Monroe & Son, Bronson, Mich.

25 H.P. TWO-CYLINDER VICTOR Vertical I. H. C. Gas Engine. Complete with air starter and tank. Also Northways two pair high feed mill, No. 815 Style A. Both in good running condition. Beachland Farmers Elevator Co., Beachland, Montana.

STEAM ENGINES, BOILERS.

ONE 25 H. P. Steam Engine and Horizontal Boiler. H. Fike, Lodi, Ohio, R. D. No. 2.

BOILERS, TWO 75 HORSE HEINE, 20 and 60 horse Tubular and Scotch, 200 horse heater, 175 horse Buckeye Engine, Gasoline Engines and pumps. Casey Boiler Works, Springfield, Ohio.

ONE 20x42 "ALLIS-CHALMERS" R. H. heavy duty Corliss Engine; one pr. Twin Hamilton Corliss Engines, 16x36; Two 200 h.p. Aultman-Taylor Water Tube Boilers. Address Chas. W. Shartle, Middletown, Ohio.

ONE 350 H.P. St. Louis Corliss Engine, equipped for rope drive. Also one 500 H.P. Condensing Engine. Both in good condition, cheap for quick sale. Address Kansas, Box 10, Grain Dealers Journal, Chicago.

ONE 150 H. P. HORIZONTAL Water Tube Boiler, has full front, grates and all steam connections, allowed 130 lbs. steam pressure. Also have two 175 h. p. (each) Wickes Vertical Boilers, complete with steam fittings and equipped with stokers. Also 100 h. p. Skinner automatic engine. Above machinery is in 1st class condition, practically new. J. B. Dutton Machinery Co., 321 Stevens bldg., Detroit, Mich.

DYNAMOS—MOTORS.

WE BUY, sell, rent and repair dynamos and motors. A. H. Nimmo Electric Company, Detroit, Michigan.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

15 H.P. SINGLE PHASE WAGNER MOTOR, 220 volt, 60 cycle, A. C.; right from shop; too small, reason for selling; price right. Railback Grain Co., Ashland, Nebr.

5 H.P., 3 PHASE, 60 cycle, 220 volt MOTOR, \$125. Boss No. 10 Car Loader direct connected to motor, \$40. Used one season. Will sell separately. Farmers Grain Co., Pond Creek, Okla.

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FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

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SECOND HAND BAGS FOR ALL PURPOSES. Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 438-40 Whitesboro St., Utica, N. Y.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

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SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 326 Third Avenue, South, Minneapolis, Minnesota.

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An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

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100 BU. BUCKWHEAT SEED, home-grown, for sale. R. J. Pulley, Zearing, Ia.

FOR SALE, FETERITA, Kaffir, MiloMalze and Cane Seed in car lots or local shipments. Marshall-Jacobsen Grain Co., Oklahoma City, Okla.

SEEDS WANTED.

CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal. Send average sample. Geo. B. Matthews & Sons, 420 South Front Street, New Orleans, Louisiana.

SCALES FOR SALE.

ONE PAIR 5-TON FAIRBANKS SCALES. Registering Beam. In good order. A Bargain at \$220. W. W. Pearson, Upland, Ind.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE: SCALES, Richardson automatic, 500 bushels per hour, excellent condition. Address The Imperial Mills Co., Wichita, Kansas.

FAIRBANKS AUTOMATIC SCALE (500 bus. per hr.) Would consider exchange for blower. Write Sommers and Bollen, Geneseo, Ill.

ONE 4 Bu., 1000 bushel per hour capacity, Richardson Automatic Scale for sale in good condition. Belden & Co., Inc., Charlotte, Mich.

2,000 BU. RICHARDSON Automatic Scale \$300.00; Barnard & Leas 3 pair high 9x18 Roller Mill \$300.00; Wilford 3 roll Mill \$150.00. Wm. Ringle & Co., Cambridge, Ill.

FOR SALE: One 750 bushel Fairbanks Automatic Elevator Grain Scale, in good condition. Price \$200.00. The Howe Scale Company of Ill., 1510 Main Street, Kansas City, Mo.

RICHARDSON AUTOMATIC BAG SCALE. New. Suitable for track, complete, used 10 days. Very cheap.

NATHAN KLEIN & CO. 210 Center Street. New York City.

SCALES WANTED.

WANTED. Good ½ bu. automatic SCALE. Stritmatter Grain & Milling Co., Portsmouth, O.

J. P. SHOEMAKER, Daleville, Ind., wants a used, good condition 50 Bu. Hopper Scale.

MISCELLANEOUS FOR SALE.

SCALE TEST WEIGHTS for sale. Highest bid gets them. Chas. Love, Macon, Ill.

CYLINDERS RE-BORED for Tractors, Automobiles and Stationary Engines. New pistons, rings, pins, bushings and other repair parts furnished. Crabb Gas Engine Co., Independence, Ia.

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50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

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McCullough's Sons, The J. M., field and garden seeds.

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Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordville Seed Co., seed merchants.

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Noble Bros., wholesale seed merchants.

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Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Harnden Seed Co., field & grass seeds. Missouri Seed Co., wholesale exports and imports. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

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Chambers Seed Co., grain and field seeds. Hardin, Hamilton & Lewman, grain & field seeds. Lewis Implement & Seed Co., field seeds & implements. Louisville Seed Co., clover & grasses. Wood, Stubbs & Co., grass & garden seeds.

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Cole Seed Saver Co., Japan clover wholesale.

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Loewith Larsen & Co., grass & field seeds. Doughten, Inc., H. W., grass & field seeds. Nungesser-Dickinson Seed Co., wholesale seed merchants. Radwaner Seed Co., I. T., fld. & gr. seeds, ex. imprts.

OKLAHOMA CITY, OKLA.

State Seed Co., The, garden & field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ROCKFORD, ILL.

Ondon Bros. Seedsmen, garden, field & flower seeds.

ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.

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Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

Flower Co., The S. W., seed merchants. Toledo Field Seed Co., The, clover, timothy.

WICHITA, KANS.

Ross Bros. Seed Co., fld. seeds, alf., kaffir, sweet corn.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

SEEDS FOR SALE—WANTED

THE
ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

Field Seeds

Ask for Prices
Mail Samples for Bids

Crabbs Reynolds Taylor Co.

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Clover and Timothy
Seed
GRAIN

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RED
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SWEET } CLOVERSTimothy, Grass
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CAR LOTS OR LESS

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A. W. SCHISLER FIELD AND SEED COMPANY
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Buyers and Sellers Bag or Car Lots
St. Louis, MissouriWE BUY AND SELL
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WHITNEY-ECKSTEIN SEED CO.

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CORRESPONDENCE INVITED

WANTED
Timothy Seed—Medium Red Clover
Shippers of all kinds of Field Seeds.
Poultry Foods—Specialty.
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St. Paul, Minn.

THE HARNDEN SEED CO.

Field and Garden Seeds—Onion Sets

Write for our Surplus List of Garden Seeds

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We Buy SEEDS We Sell
J. G. PEPPARD SEED CO.
Kansas City, Mo.ALFALFA SUDAN
CANE SEED
FEED and SEED
MILLETSRUDY PATRICK SEED CO.
KANSAS CITY, MO.

Want an Elevator?

Then consult the "Elevators
for Sale" columns in this issue
of the Grain Dealers Journal.

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

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GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

News of new grain elevator machinery and supplies is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

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By concentrating your advertising in
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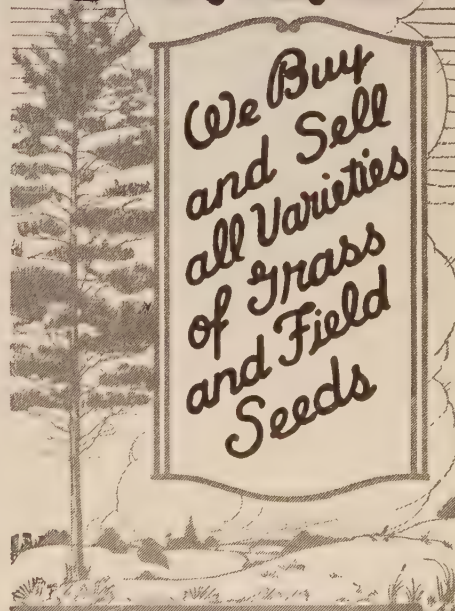
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IN CAR LOTS
Common Golden Siberian and Hog Millet
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Importers, Exporters and Jobbers
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THE SEED TRADE REPORTING BUREAU

Postal Telegraph Building
CHICAGO, ILL.

MANUFACTURERS AND DISTRIBUTORS OF COMPLETE
STANDARD, GRAIN AND FLOUR GRADING EQUIPMENT

Grain bought and sold by test
is bought and sold the best

What A Name Means to You

(An honest and frank letter to Grain Dealers and Shippers who believe in fair and square business methods)

MR. GRAIN MAN:—A certain Chicago manufacturer has been advertising a grain moisture tester under the name "Official Brown-Duvel Moisture Tester."

This name has been identified, for seven, years, with the standard machine manufactured by the Seed Trade Reporting Bureau which has been approved and sold in large quantities to Government grain supervision offices as well as Grain Inspection Departments from coast to coast. Who, therefore, has the moral right to use the word "Official" in describing their machine—we, whose machines **have** the official approval of the Government, or the Chicago manufacturer referred to who has never had his machine accepted by the Government?

The above mentioned Chicago manufacturer, by deliberately advertising his machine as "The Official Brown-Duvel Moisture Tester" is misleading the public and endeavoring to market a machine which differs from ours in specifications and material, has **not** the approval of the Department of Agriculture, and is **not** used by the Government or other large inspection departments.

By explaining this publicly, we believe we are performing a service to the trade, guarding their business against loss, which they might suffer, should they be misled into purchasing a machine which is not identical with that **used** by Government and other inspectors.

In order to identify the **real** "Official Brown-Duvel Moisture Tester," our New trade mark, **SEEDBUREAU** will be plainly shown on all machines hereafter manufactured by us.

Here are some actual facts. **SEEDBUREAU** quality Official Brown-Duvel Moisture Testers have been manufactured for seven years by the Seed Trade Reporting Bureau.

They are the only testers approved and used by the Government.

There are 3,500 in use by the Government and other inspection departments, laboratories, shippers and dealers.

They are the testers which grade **your** grain at terminal markets. For this reason if no other you should use **SEEDBUREAU** quality only.

Our statements can be proved by going to your nearest grain inspection office.

SEEDBUREAU quality grain grading equipment is reliable and will give uniform results. All accessories are certified.

You can be **sure** of your tests if you use this machine.

Take no chances, Mr. Grain Man, with substitutes for the real thing. It has been expensive for some dealers who have had to junk their machines and buy **SEEDBUREAU** quality.

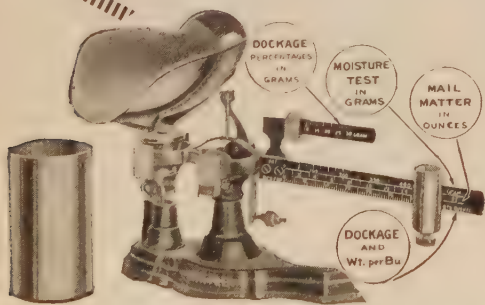
Be sure that your equipment is **SEEDBUREAU**

Yours for Fair Play.

SEED TRADE REPORTING BUREAU.

Manufacturers of Complete
Grain Grading Equipment.

Catalogue No. 623 free which also
contains Gov't Grain Standards.



Special "Four-in-One" Scale No. 14

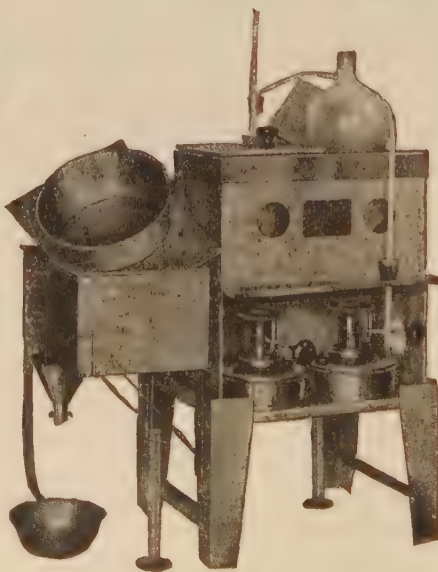
This scale, designed and manufactured by us, is a small, complete office scale for weighing samples for moisture test and for determining test weights per bushel, dockages, weights for mailing samples, etc.

This "Four-in-One" Agate Bearing Scale is the most complete, compact, accurate and adaptable scale made satisfying these many needs.

Effectively used in connection with grain sieves described herewith.

Quick breaking and guaranteed accurate. Will do the work of four ordinary scales designed especially to satisfy any one of the above needs and at the small price of one. Used by thousands of country shippers, receivers and grain men everywhere.

Price with weight per bu. cup, \$23.00.



Dockage Sieves for Wheat and Oats Government Specifications

Made throughout of aluminum, 13 inches in diameter telescoping, only two pieces of metal are used, thereby making the sides seamless. The bottom perforations are of aluminum, which makes the construction strong, light weight and will not rust. Set consists of

- Scalper Sieve, round perforations, 12/64 inch.
- Buckwheat Sieve, triangle perforations, 8/64 inch.
- Fine Seed Sieve, round perforations, 1/12 inch.
- Chess Sieve, slot perforations, 4 1/2/64 x 1/2 inch.
- Solid Bottom Pan.

Price \$8.00 for complete set.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month at

305 So. LaSalle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$1.75; two years, \$3.10; three years, \$4.50; single copy 10c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.00; to Canada \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, JUNE 10, 1919

THE peyote bean used largely by the Indians in the Southwest in place of intoxicants, will be very popular after July 1st.

THE WAR TAX on freight paid is a discrimination against the distant market. As the man who pays the freight must pay the tax, all dealers will favor nearby points.

IRON SIDING which will not protect an elevator a full twelve months is surely poor stuff and not worthy of any time being wasted in applying it, yet we have report of just such a failure.

GRAIN dealers who move their elevators onto their own land have no further worry regarding advances in ground leases or changes in conditions governing their responsibilities, and when their plant is burned by sparks from passing locomotives they have no trouble in collecting the full amount of their loss.

MOTOR TRUCKS are rapidly coming into more extensive use and will force the country elevator operator to install facilities for dumping loads of bulk grain, whether he wills or not. In Ohio one firm has installed a number of trucks to haul in grain from elevators built along the line of a railroad recently abandoned. In Indiana we find one grain firm buying trucks to haul grain into its cleaning elevator from small elevators erected at points having no railroad. The trucks are coming and the sooner the grain dealers prepare for them, the sooner will they be able to receive grain from trucks rapidly and profitably.

IF THE Railroad inventors of new charges for grain shippers continue, they will soon be billing scoopers for desk room in their own hats. It is useless to predict what patient toleration will encourage greedy graspers to attempt.

A WET harvest will make all of the drier manufacturing companies work overtime and the grain dealers who find it necessary to handle the damp grain, will wonder what species of short-sightedness prevented their installing a drier long ago and preparing for the rainy day that is sure to come.

CONGRESS does not seem to approve of Mr. Burleson's experiments in handling private property, so is rushing thru a bill forcing the return of telegraph and telephone companies to their owners the last day of this month. Distressing news for the socialists but it will insure better service and more reasonable rates.

THE ENTOMOLOGISTS who have been chasing army worms about the wheat fields of Texas say the worms hide during the day and work at night. That's a pretty story, but the prevailing opinion is that the experts have been unable to find enough worms to scare the people, so they are attempting to work up an attack of artificial hysterics.

DELAYS in forwarding account of sales to shippers outlaw many valid claims. Receivers owe shippers prompter service and will lose business if they fail to render it. One Kansas dealer at the Wichita meeting reported account sales on an August shipment did not reach him until May and the grain was transferred in transit. Slow returns to shippers are extremely expensive.

TEXAS DEALERS are not only demanding reimbursement for the losses forced upon them in August, 1917, when the Government fixed the price, but they have selected committees to work for the appropriation by the Government of funds to "make good" their loss. Everyone else who has suffered in the slightest as the result of the Government's war activities was immediately reimbursed or instructed to present a bill, but many grain dealers in other parts of the country also suffered a loss by reason of the reduced prices fixed by the Government and if any are reimbursed, all should be.

INDIANA dealers were given a chill recently when Stanley Wyckoff, ex-Federal Food Administrator for Marion County, filled the local papers full of interviews about the refunds the grain dealers would be required to make. To start with, the Government has no power to force refunds, except that of cancelling licenses; and if some dealer were to object to having his license cancelled on the grounds that he could not afford to buy and sell grain on the margins established by the Grain Corporation, it would be up to the Grain Corporation to prove to the contrary, to the complete satisfaction of the Court. Inasmuch as many wheat handlers lost money last year, attempting to handle wheat on an 8c gross margin, it is easy to foretell the outcome of the suit.

THE GOVERNMENT will take its hands off wheat if Congressman Fitzgerald's bill introduced last week becomes a law. The Wheat Director, the guaranteed price and all the other artificial factors which have been trying to control the price and movement of wheat will be thrown into the discard, but the bill has not yet become a law.

CITY SCALES are as often out of order as they are in order, with the result that those who depend on the city scales for weights of produce, have little chance of getting correct weights all the time. One Illinois city scale tested recently was found to be weighing short 350 to 400 lbs. on a load. Grain dealers who buy much grain cannot afford to depend on the city scales for weights.

MANY grain elevator owners are refusing to sign the unfair leases for sites on railroad right of way and the wonder is any will think of accepting the leases as now drawn. Dealers who do accept them thereby encourage the railroads to attempt even more outrageous abuses. It seems that shippers having any business dealings with the railroads nowadays must fight every inch of the way or quickly succumb to their unfair abuses.

ACCORDING to the latest advices from Director General Hines, the Government's administration of the railroads will show a deficit for the present calendar year of approximately \$750,000,000. In other words, the Government will have to raise \$7 from every citizen in order to make up its loss. The friends of Government ownership who are accustomed to paying taxes, will soon be forced to take an entirely different view of Governmental efficiency. Notwithstanding the railroads have been granted large increases in freight rates, it is not in keeping with the increase in the number of employees and the great increase in their wages. Crossing watchmen and gate men may be a great luxury at \$150 a month, but it is doubtful if they earn the money.

ACTIVITIES of the Non-partisan League, the I. W. W.'s and the radical Socialists, especially in North Dakota, where the state now seems likely to engage in the grain elevator business on a large scale, are attracting much attention from the grain dealers of the country. Not only have some of the southwestern associations adopted ringing resolutions against the work of the destructionists, but the members of the Kansas Ass'n quickly raised over \$500 to help fight the Bolsheviks. Business men are awakening to the fact that Trotzky and his co-laborers have an army of alert agitators promoting the cause of unrest in many different sections of the United States. The fact that all of these campaigns are prompted by purely selfish motives, has not yet been impressed upon the ignorant victims with sufficient emphasis to check the movement. It is fortunate indeed that the same business men of the country are beginning to recognize the menace and to cooperate liberally for the full exposition of the impracticability of the wild theories championed by the agitators.

More Elevators Needed at Atlantic Ports.

Terminal elevator facilities, especially at the Atlantic Seaports are so meager that congestion is sure to extend clear back to the thrashing machine. The railroads have purchased a few box cars, not necessarily for warehouse purposes, but with the intention of using them in the movement of the large crop of wheat. However, they have overlooked the fact that they must have ample storage facilities at terminals, as well as rapid handling facilities if they are to hasten the grain on its way to the hungry peoples of Europe.

With the storage and handling facilities at the Atlantic Seaports much below what is needed in normal times, it is easy to see that all the railroads must suffer greatly because of the short sighted policy of the trunk lines, and the shippers, too, will suffer, because their money and their grain will be tied up in hot box cars for unreasonable periods, and much of the new wheat is likely to get hot. The railroads never hesitate to build ample depot facilities for handling package freight, but when it comes to providing depot facilities for handling bulk grain, they hang back, with the hope that some generous grain man will pay them for the privilege of building a terminal depot and also allow them a liberal annuity for keeping their own tracks in repair.

If the railroads would never again have use for elevators at Atlantic Seaports, up-to-date facilities would pay for themselves this year and permit the employment of box cars in the transportation of grain. Under existing conditions, most of the box cars will be tied up for warehouse purposes as soon as the movement of the new crop is well under way.

Four Gradings on Same Car of Wheat.

A Kansas shipper quoted in our report of the Hutchinson meeting gave four different gradings on the same car of wheat as it passed thru four different markets. If the Dept. of Agri. has confidence in the ability of the licensed inspectors to grade wheat correctly Why does it insist upon each car being reinspected every other day? The more frequent the reinspections, the more convincing is the evidence in proving the incapability of the inspectors. The consumer who pays for four or five inspections does not enquire What the wheat graded?

Grain inspected into a storage elevator is handled on the assigned grade until it is loaded out, and no doubt the trade would be satisfied to handle a car of grain in good condition on the first grading providing, the box car was not equipped with mixing machinery or did not have a leaky roof. No effort was made to determine the weight of the grain in L. V. 61405 until car was unloaded at final destination, yet the weight was of just as much importance to the dealers en route as the grade.

Up-to-date rapid handling transfer and cleaning elevators in every market would facilitate prompt and earlier settlements for shipments. Such plants would be used extensively by country shippers who wished their grain placed in prime condition before selling. Many shipments with a little cleaning would present definite characteristics that would make the varying gradings improbable.

However, if the inspection authorities can do anything to make the work of the licensed inspectors more uniform they should get into action before the new crop starts to move, as the existing variations in the work of the inspectors destroys confidence in the grading of all inspectors, encourages appeals, delays traffic and the release of money.

Greater efficiency of inspectors will help to facilitate grain trading all along the line and materially reduce unnecessary waste and expense. It is up to the culpable inspectors

to improve their work. The grain dealers want uniform grading and will be glad to know that they will get it.

The Elevator Agreement.

The tentative draft of the Wheat Director's contract with the grain dealers has been carefully drawn to retain the fullest control in the hands of the Wheat Corporation. Besides controlling the wheat stocks and their movement the Director will control the profit allowed to each individual dealer, who signs a contract agreeing to abide by the opinion of the Director on the maximum margin of profit.

This imposes a great responsibility on one man. It were wiser for him to follow the example of the President of the United States, who appointed him, by delegating the profit fixing to a com'te of arbitration, just as the President delegated the price fixing. Such com'te at the request of any wheat dealer should make such allowance of additional profit to the individual requesting it as it deems just and reasonable, having in view the necessity of the small dealer for a wider margin of profit.

Instead of the storage charges granted in section five of the agreement the same result could be accomplished with less red tape of accounting by advancing the price, say 2 cents per month, beginning July 1. Such benefit would be widespread, not limited to elevator operators, and would place the burden on the consumer for whose benefit the crop is carried several months.

Termination of the agreement by the Wheat Corporation on 30 days' notice is not unreasonable, provided the Corporation agrees to or does make good any loss the dealer may have sustained by reason of the control, and leaves the dealer in a position to go on handling wheat independently.

Will You Handle Wheat on 8 Cts.?

Do you know what it costs you to handle wheat through your elevator? It may be damp wheat or dirty wheat and some of it well loaded with smut, so it is important that every elevator man knows exactly what he can afford to pay for new wheat on the basis of the Government's fixed price of \$2.26 at Chicago. Mr. Barnes and his co-laborers seem to be desirous of avoiding the naming of any specific margin until after the crop has moved. Then if what has seemed reasonable profit for the grain dealer appears unreasonable to the Federal Trade Commission, the Food Administrator or the Wheat Director, the grain dealer may be requested to refund to the farmer.

The Grain Corporation seems to have made no investigations of its own for the purpose of determining the exact cost of handling wheat through the country elevator, but banking on the opinion of a few misguided dealers who had little definite knowledge of exactly what it did cost them, they have persisted in holding that 8c gross was ample. It might prove ample in some sections, but not in all. If the margin upon which the country elevator man must handle wheat is not soon fixed by the Wheat Director, then it would seem that his only safe course lies in refusing to buy any wheat for his own account.

Some country elevator men have decided to refuse to buy new wheat if allowed only the last year's gross margin, but they will load and store wheat for fifteen days for growers at 5c per bushel. In this way they will escape all the hazards of ownership and the expenses of marketing.

The Ass'ns made an earnest effort to determine the cost of handling wheat, but so few elevator operators had accurate records of every business transaction, that the final figures were far from complete. However, they should help as a guide in arriving at the cost of handling wheat. The average of 8.54c

per bushel, arrived at by the ass'ns who were parties to the St. Louis Conference, did not include all states, neither did it include terminal charges as is shown by our report published on page 779 of the Journal for May 10th.

Country elevator men generally are anxious to handle the new crop if they are to be permitted to realize a living profit from their labor, but if they are to be forced to assume a loss, as many of them did last year, they are fully justified in refusing to buy a bushel of wheat on their own account.

B/L Forgers Amenable Under Federal Statute.

The free and easy way that blank Bs/L are thrown about the offices of railroad agents is a standing invitation to crooks to make dishonest use of the documents by forgery. While carefully safeguarding the issuance of a 25-cent passenger ticket, the railroad companies have adopted no precautions against Bs/L falling into irresponsible hands.

Crooks will be likely to abandon this way of getting easy money from grain commission merchants, as the Supreme Court of the United States last week sustained the new federal statute making it a misdemeanor to alter, forge or counterfeit Bs/L. The lower court had dismissed indictments brot against August Ferger, Thomas M. Dugan and Robert H. Rasch of Cincinnati, charged with altering Bs/L, but the Supreme Court reversed this decision and declared the statute constitutional.

Ask That Department of Agri. Be Restricted.

The activities of the Department of Agriculture, working through the Bureau of Markets in the grain and seed business during the last two years, have earned the opposition of all grain and seed dealers, who have found their business encroached upon by the Government's Agents. Every grain and seed dealer fully recognizes the splendid work done by the Department in improving agriculture, but does not recognize the Department's venture into the grain and seed business as interfering with the original purpose or plan of the Department.

The grain dealer's business, if it is to be conducted efficiently and economically, requires the guidance of an expert, just as much as any other line of business, and it seems entirely out of the province of either the Department of Agriculture at Washington or any of the State Agricultural Schools or Colleges to devote any of their time or the time of their representatives to attempting to infringe on the business of the grain and seed dealer.

The county agents and the experiment stations have definite fields of labor, which is foreign to the marketing of either grain, seed, coal, lumber or farm implements, and every time that they step outside of their assigned field of work, they generally bring trouble for the farmers they are pretending to serve, as well as with the dealer whose business they infringe.

The Panhandle Grain Dealers Ass'n, the Texas Grain Dealers Ass'n, and the Kansas Grain Dealers Ass'n, spoke out most emphatically against any more money being appropriated for conducting the grain or seed business. They expect to put up with the Grain Corporation until June 20, 1920, but they are fully justified in demanding that all other political attempts to take over their business shall cease instantaneously.

In view of the protests adopted by these associations against the Department's ventures into the grain and seed business, it would seem that the time is ripe for grain dealers everywhere to advise their congressmen of the Department's infringement upon their business and ask a retrenchment of all appropriations designed or used to promote such work.

New Trade Ass'ns in the Southwest.

The organization of the Southwestern Grain Dealers League, while not progressing very rapidly, is meeting with no opposition, and the grain dealers who are made aware of the work contemplated by the new organization are very ready to give it their hearty support. Dealers of the territory covered by the organization have many interests in common, and inasmuch as they do much trading among themselves, it would prove to the advantage of all to establish and maintain uniform rules and regulations and encourage uniform methods and practices. The grain trade generally has come to recognize the great advantages to be derived from uniformity of business methods and the striving for uniformity seems to have more active expression in the Southwest just now than in any other section of the trade.

In addition to the movement to organize a Southwestern Grain Dealers League, a move was started last week at Wichita to organize the Interior Boards of Trade into an Ass'n. These organizations, in addition to working for uniform rules, will co-operate in working for reforms or improvements affecting all of them. It is not easy to perceive why all of these interior exchanges could not advantageously join in the work of the Council of Grain Exchanges, and thereby broaden their field of activity and increase their influence for better trade methods and practices. Everyone in the trade recognizes that the grain Ass'ns have all been of great help in improving trade methods and conditions, and profiting by past experience, no doubt, will freely support new organizations started in the interest of better business.

In view of the fact that a large number of grain dealers are not members of any organization, it would seem that a greater opportunity for advancement and improvement would be found in some move which would result in more intensive organization, some work which will enlist the support of the dealers now on the outside. Surely success in many new forms of trade work would easily be attained if each State Organization were supported by 90% of the grain elevator operators of its given territory instead of 40%. None of the trades organizations have ever been given the support they truly merited, hence the general results attained have fallen far short of the possibilities.

Every member of the trade is directly interested in every new reform or change attempted by the trades organizations and if every section of the trade is to have a voice in the improvements attempted or contemplated, then self-interest should prompt all members of the trade not only to have a membership in their live organizations, but to take an active part in their management. The smaller the organization and the more restricted its territory or interests represented, the narrower and the more selfish will be the work attempted and attained.

Every progressive association worker has long since recognized the great need of increased efficiency in association work, but whether it is to be attained through the organization of overlapping associations or small sectional units will be proven only by a trial. The rapid development and growth of the grain trade during recent years demands that all association work be broadened out and guided actively by a well-posted committee. The task has long since outgrown the capabilities of any one man. The very fact that new organizations are being started, serves to emphasize the need for broader and better association work.

The Non-Partisan League

From an Address by P. E. Goodrich, President Grain Dealers National Association, Before the Kansas Grain Dealers Association

Not many years ago Kansas was presumed to be the state of new, untried ideas, her people ready to chaperone all new experiments. As I recollect it, no state more readily accepted the grange movement or more loyally followed it in co-operative buying of things needed by the farmers thru the establishment of grange stores and other agencies.

Next we have the greenback movement, which proposed to alleviate all financial ills following the reconstruction period as an aftermath of the Civil War. This panacea was supposed to make it easier for farmers and others of the debtor class to meet their obligations by paying their debts in inflated money.

Next appearing in the political horizon was the Populist movement. This was led by Senator Peffer, of your own state. It was their purpose to cure all the ills of all the people and while largely backed by farmers, was not altogether a farmers' party.

Our next great political upheaval and surpassing all preceding it, was the Free Silver movement of 1894 to 1900, led by one of the most spectacular personalities this country has produced. He not only captured a great party, but well nigh swept the whole people from their feet.

Up to that time the socialistic sentiment was of small proportions confined largely to cities, mining and manufacturing centers, where foreign born workers were present in large numbers. The thing has never appealed to native Americans, other than the uneducated and unfortunate, and some of the better educated, who are often referred to as parlor socialists.

The latest political movement is an organization almost exclusively among farmers. In fact no one else can become a member of it. A farmer banker may join if he lives on his farm and engages in banking as a side line, but a banker farmer cannot join. A farmer merchant may become a member but not so a merchant farmer.

This new organization is known as the Non-Partisan League and hails from North Dakota, had its birth in that far northern state, a purely agricultural community. In fact that member of our sisterhood of states has but one city in it of over 20,000 inhabitants with no manufacturing plants of any consequence thruout the state. Since its broad prairies were first broken and planted to cereals, flax and wheat being the crops most depended upon; flax to help subdue the prairie sod and wheat to be the crop to be depended upon to keep the settler alive and pay for the farm. Regardless of the reasons real or assumed for the organization of this character, it generally centers around a personality and this Dakota movement is no exception.

The leader is Mr. A. C. Townley, a leader of men of great magnetic power. A financial failure at farming on a large scale, a business failure at all else he has undertaken, other than the organization of this new movement. For a new political party, it is organized on an entirely new plan. He is a socialist and has been a socialistic propagandist since his business ventures failed, lecturing in different parts of the country in the employ of the National Socialistic Party. He is an I. W. W. and is charged with being an anti-war worker and an active one.

North Dakota had some grievance, real or fancied, against the handling of wheat and flax by the line elevator interests of terminal markets. An organization was formed of farmers to secure legislation to correct this, which resulted in the 1913 meeting of the legislature and the amending of the state constitution so as to permit the state to engage in the grain business to the extent of building terminal elevators within the state to be paid for by the taxpayers of the state. It was presumed that after the voters of the state had so amended the constitution, that the next legislature would pass the necessary legislation to make it operative as both the dominant political parties had during the campaign committed themselves to it. But they failed to respond to the will of the people tho a large lobby of farmers was present and, led by one George Loftus, another failure in business, being a grain man who while a man of some ability was never able to make a success or command the support of his brother merchants.

Now appears upon the scene Townley, the magnetic, a man who has almost hypnotic power over his followers. Bryan in his most palmy days had nothing on this organizer from the North, in binding his followers to him. He had a positive idea that he was a born leader of men and here was perhaps a hundred thousand farmers who needed organizing. He had a poor paying job. He would create one for himself that would not only pay him abundantly but make him a national figure and perhaps sweep him into nation wide power.

His first object was to organize the farmers

and make them pay for it, he realizing that the organization that costs us something is the one in which its members are sure to take most interest. So he went to it with a will. He began by organizing township or school districts. By 1916 they had so organized the state as to hold a state convention, which was a surprise to every one save Townley and his immediate followers. They had over 40,000 members paying a membership fee of \$6.00 each for the first year.

As soon as this money began pouring in, other socialistic organizers were employed. Each was furnished with a Ford and they made a house to house canvass until fully 60% of the farmers of that state were members of the Non-Partisan League. At the 1918 election they swept the state and elected an overwhelming majority in both branches of the state legislature, and in that and the 1916 election, a majority of the state Supreme Court together with the Governor and all state officers. They did that by endorsing the candidates of the Republican party who were members of their organization or would endorse their principles. In the last election they elected some ten or more Congressmen in the states of North and South Dakota, Idaho, Montana and Minnesota, and I understand, claim at least two United States Senators, so the movement can no longer be called purely a state movement.

Townley has large aspirations and boundless ambition; he fully expects eventually to control or dominate both political parties in all the agricultural states and by holding this balance of power, control the country.

Mr. Townley having secured by election and petition the amendment of the constitution so that the state could embark in the grain business, banking, insurance, manufacturing, newspaper, milling, and in fact any business in which the governing body of the state desired, Townley elected Governor Frazier, thoroughly in sympathy with him, a legislature ready to do his bidding, and a supreme court that was in accord with them. It is said that one member of this august body made his campaign in his bare feet from community to community, ringing a cow bell to attract a crowd and boasting of the fact that he was not a lawyer but had earned his title as judge by serving for years as a country Justice of Peace.

From the opening morning of the legislature until the closing session, Mr. Townley's organization, headed by Governor Frazier, controlled things with a high hand. The secret caucus was supreme, measures of vast importance to the state were introduced and passed by the legislative body without open debate or hearings held when a measure that had the backing of the Non-Partisan League, was up. It was considered in secret caucus with each member of the League pledged to support it in its entirety.

It is the most dictatorial, tyrannical, political organization ever perfected in this nation, organized as it is from the top down. Indeed, the application which the farmers of North Dakota signed to gain membership provided that the applicant waived any right to ever, at any time, vote for the overthrow of Townley for President, in fact electing him perpetually as its head.

The State Bank: This machine, as finely organized as any that ever existed in our country, makes Tammany Hall and other political organizations look like child's play compared to Townley's methods. It began its work by passing legislation to establish a state bank to handle all the state moneys as well as taxes collected in the different counties and cities of the state, making it the depository of the school funds of the state together with the authority to establish branch banks in the different counties when that advisable with the proviso that these banks must carry their surplus with the state bank.

For the purpose of establishing this institution a bond issue of \$2,000,000 was authorized and this was to be the capital of the bank. The state industrial commission is to have charge. The provision that over \$50,000,000 belonging to the different branches of state, county and municipal governments must be withdrawn from National and other banks in which they are deposited and deposited with the proposed state bank, is causing a great uneasiness among these institutions, as it spells losses to many of them not only by removal of these funds, but by promoting additional banks where there is no business necessity for them.

All the deposits in the bank of North Dakota are guaranteed and exempt from all state, county and municipal taxes. Fine chance for a private or other bank to compete under such conditions. The State Bank of North Dakota is privileged to send checks, drafts or other items of exchange to any state, private or National bank within the state and such banks

[Continued on Page 992.]

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Tipping Seed Ears?

Grain Dealers Journal: When preparing corn for seed how are the imperfect kernels on ends of ears removed?—Feld Bros. & Co., Vicksburg, Miss.

Ans.: A small hand corn sheller is used, sticking in first one end and then the other end of the ear and taking off the imperfect kernels.

Waterproofing Concrete.

Grain Dealers Journal: In reply to J. H. S. in the Journal May 10 asking about waterproofing concrete I would say that we recommend oil for waterproofing. However, it should be a fuel oil or an oil of not much lubricating properties. The Standard Oil Co. prepares an oil for waterproofing concrete.

The United States Government, Department of Agriculture, Bureau of Public Roads, has made extensive experiments with waterproofing cement by the use of oil. A vault is now in use in the Treasury Building at Washington, D. C., which was tested with 6 ft. of water over the top, yet did not leak.

We put in one dump in a very low place, waterproofing with oil and it has proved very satisfactory. This is the cheapest form of waterproofing there is and in our judgment is the very best.—A. L. Scott, pres. Pittsburg Elevator Co., Pittsburg, Kan.

Effect of 57A on Claims?

Grain Dealers Journal: We have a claim filed with the M. & St. L. Railway and an investigation has developed the fact that a leakage occurred on the car in question thru bulged grain doors.

We have taken the stand that the carrier is liable for loss through grain doors as well as for other leakages and the carrier takes the stand that they are not liable for such loss. They base their contention on the fact that no mention of loss of grain occurring thru grain doors was made in the Railroad Administration General Order No. 57A and state that this places the railroad in the same position as they were before the administration of the railroad was assumed by the Government.

Will you please advise us if there are cases on record showing that claims have been awarded to shippers from such leakage losses? Please give us the official names of the cases and legal references which we can refer to the carrier in support of our contentions, as we feel sure that they should pay our claim and similar claims where the loss occurred thru grain doors which were properly installed when the cars were delivered to the railroad.—Bowles-Kessler Grain Co., Algona, Ia.

Ans.: No decisions can be furnished involving Order No. 57A because it has never been pleaded as a defense in any court. The legal liability of railroad companies is in no way modified by circulars sent out by the Railroad Administration, and to the extent that Order No. 57 seeks to change the liability as established by the facts in each case and the Interstate Commerce Act it is null and void. It is only a bluff put up by the claim agents to evade just claims.

Whether the grain door was properly coored is a question of fact in each case and is determined by proof and not by decisions of the judges; so that decisions in other cases would have no bearing on whether the car in this particular case was fitted with a door that might be expected to bulge.

The Northwestern Elevator Co., of Minneapolis, Minn., made claim on 40 cars that had

been loaded with grain doors properly installed and won 39 of these suits in court, as reported in 141 N. W. Rep. 298. This decision was by the Supreme Court of Minnesota.

Federal Trade Commission Law?

Grain Dealers Journal: What is the law under which the Federal Trade Commission operates?—Crete Mills, Crete, Neb.

Ans.: The Commission was created by H. R. 15613, approved Sept. 26, 1914, and consists of 5 commissioners serving 7 years. Broad powers are conferred by Sec. 5 directing the Commission to prevent persons, partnerships or corporations from using unfair methods of competition.

Damages for Deterioration During Delay?

Grain Dealers Journal: We have filed suit against the railroad company for damages on account of delay and deterioration of a car of corn inspected when loaded as sound, dry and merchantable, but loaded out sprouted, growing and rotten, with liquid dripping from all corners, as ten reputable grain men will testify and as noted by agent on expense bill at that time.

Our claim was filed for 35 cents per bushel, and after 6 months the most the railroad company offered was 50 per cent. Are there any court decisions we could use to help our suit?—Hendrick & Scruggs, Hollis, Okla.

Ans.: Hundreds of decisions wherein the courts hold the carrier liable for delay and deterioration have been published in the Grain Dealers Journal. The principle that the railroad company is liable has been clearly established; but the decisions are valuable as establishing the measure of damages.

Damages for deterioration of grain in transit due to unreasonable delay were awarded shippers in the following cases: Lyons v. Grand Trunk, 152 N. W. Rep. 88; Knox v. P. C. C. & St. L. Ry., 98 N. E. 295; W. R. Hall Grain Co. v. L. & N., 128 S. W. 42; Equity Elevator Co. v. Union Pac., 191 S. W. 1067; Patterson & Roberts v. Quannah, Acme & Pacific, 195 S. W. 1163.

Failure to Ship in Contract Time?

Grain Dealers Journal: On the 9th of May we sold a car of wheat to the Fitzgerald Bros. Co. at \$2.70, our track, 10 days' shipment.

On the 17th we loaded this car at Centerburg, and billed it to the Fitzgerald Bros. Co., with stop off at Condit to complete loading. This car went to Condit on the 19th and was loaded on the 20th.

The railroad company was notified that the car was ready to go forward on the afternoon of the same day.

The railroad company picked up the car on the 21st.

The Fitzgerald Bros. Co. refused to pay \$2.70 for the wheat, saying that the contract expired on the 20th and that because the car was not in transit on the last day of shipment contract was void.

Can we force them to pay contract price?

Does the car have to be in transit on or before the last day of shipment?—Condit Farmers Co-operative Co., Centerburg, O.

Ans.: The partial loading of this car within the contract time has no bearing on the date loaded, as this is governed by the completion of loading.

Rule No. 5 of the Grain Dealers National Ass'n provides that "Grain to apply on a sale for shipment must be actually loaded and billing instructions must be furnished the railroad company." Rule 5 also provides that "Any given number of days shall mean calendar days," so that Sundays, May 11 and 18, count against the shipper, and the contract time certainly had expired May 20 as claimed by buyer.

To be a valid tender it is not necessary for a car to be in transit. It is sufficient that the shipper has put it up to the railroad company to move the car, by having furnished the railroad company billing instructions. In this case shipper loaded too late and it became optional with the buyer to extend, cancel or buy in. As the premiums paid for prompt shipment of wheat were fast disappearing the buyers chose to cancel, as was their right, and shipper has no recourse.

To Increase Capacity of Leg?

Grain Dealers Journal: We have a slow running elevator leg, with 5½x10 cup on double chain with salem buckets, and wish to know whether we can make a change for faster elevating without too much expense. We could not go to much expense as we have made nothing here for two years, and cannot afford much expense. If our equipment could be expedited without too much expense we would like to know it.—Sherrill Elevator Co., Haskell, Tex.

Ans.: If the elevator leg was correctly proportioned when installed no change can be made without risk of failure to operate efficiently. If the speed of belt is increased it may not discharge properly. If the buckets are replaced by longer ones the power may not be enough.

If the buckets happen to be far enough apart additional cups could be added and spaced uniform distances apart. If not already running at too high speed the number of revolutions of the head pulley per minute could be increased. Then additional or wider buckets and the increased speed could easily increase the elevating capacity 50 per cent.

If this leg is being used to elevate from wagon dump sink, the sink could be enlarged and divided by partition so that a second wagon could be dumped before the first had been elevated; but when more than two loads drove up at about the same time this makeshift would not be satisfactory.

Liability of Carrier for Delay?

Grain Dealers Journal: We shipped 20 tons of alfalfa meal Mar. 19, 1918, on the Rock Island, billed care of Gulf & Southern Steamship Co. at New Orleans, to Tampa, Fla. The car arrived at New Orleans Apr. 1, was ordered to the wharf Apr. 8, unloaded Apr. 10 and forwarded by the Steamer Brunswick May 14, arriving at Tampa May 20.

On account of delay and decline in market the buyers rejected the shipment and we resold to another firm at a loss of \$4 per ton.

Our claim against the Rock Island for unreasonable delay has been declined. Have we any recourse?—Southwest Milling Co., Oklahoma City, Okla.

Ans.: In this case the steamship company offers the defense that the shipment "arrived during a congestion of freight over our line and was forwarded as early as practicable under existing conditions, and was not unnecessarily delayed."

If true, this is a good defense to the claim, as section 3 of the B/L contains a clause, "No carrier is bound to transport said property by any particular vessel."

To recover the shipper would need to show that there was room on earlier boats, and the meal lay in the warehouse thru oversight or neglect.

Collecting Shortage When No Evidence of Leakage?

Grain Dealers Journal: I filed two claims with the claim agent of the Pennsylvania Lines at Pittsburgh, Pa.; but they were returned with the statement that the cars arrived with seals intact and no signs of leakage, and that the slight discrepancy between the loading and outturn weights was due entirely to variation in scales and natural shrinkage and does not represent a loss of grain. The claim agent writes: "Please submit further evidence or withdraw claim."

I have no further evidence to offer and while these cars arrived under original seals and showed no leaks, yet they might have leaked and been repaired.

I do all my weighing when loading out and know my scale is correct. Can I do anything further on the claims?—Joseph Poos, Eaton, O.

Ans.: The Interstate Commerce Commission, in its order prescribing a new B/L, as published on page 788 of the Grain Dealers Journal for May 10, rules out "variations in scales" as a pretext for claim agents to deny liability.

A small amount of grain is just as likely to be lost in transit as a large quantity.

Shipper's recovery in this case will depend on the proof he can submit to a jury to convince it that his weights were correct. If payment is refused he can bring suit and recover.

Seller's or Buyer's Weights?

Grain Dealers Journal: A flour mill at an interior Illinois station buys grain from an interior Illinois elevator station at an agreed price for certain grade f. o. b. buyer's track, no mention being made of any terms or whose weights govern settlement.

Shipper makes shipment of car, drawing draft in full. Buyer pays draft and on unloading car discovers shortage in weight. In this case, whose weights govern final settlement, there being no evidence of leakage in transit.

Unless otherwise especially agreed if the car had been sold to terminal market, would not terminal market weights govern settlement. Also is it not generally understood that in the absence of especial agreement or understanding to the contrary, that usually the seller is supposed to accept the buyer's weights?—The Buyer.

Ans.: Having bot f. o. b. delivered buyer's track, in the absence of agreement to accept shipper's weight the buyer can demand delivery of the full amount as shown by his own or other reliable weights at destination. In case of shortage it devolves upon the shipper to make claim against the railroad company after settling with buyer.

In the absence of special agreement neither weight is more binding than the other, but is subject to proof, except where controlled by trade custom or the course of dealing between the parties.

When terminal market buyers have a custom, generally understood, that their purchases are made on terminal market weights, such custom and weights become binding on the shipper.

Measure of Damages for Delay.

Grain Dealers Journal: On Dec. 12, 1917, we had shipped from West Mineral, Kan., car of corn costing us \$1.75 per bushel delivered. Feed was very scarce here and we did everything possible, both by letter and wire, trying to get delivery but had no success. Finally delivery was made on Feb. 8, 1918, fifty-eight days out. During part of this time we had contracts with feeders and were forced to go into the market and buy corn at a higher price to apply on corn that was sold out of car, but later, during the last half of January, our Mr. Scruggs went to Lockwood, Mo., to buy corn for us and did buy several cars that cost us \$1.40 per bushel delivered Hollis, after paying his railroad fare and hotel bills there, making a difference of 35c in price at time they made delivery of this car in question and corn that we were buying then.

We only filed our claim for fifteen cents per bushel as we sold this high priced car fairly well. Our claim was filed Feb. 11, 1918, and to date no settlement with the carriers and no prospect of such, we feel that in this case as in the others, we will be forced to call in our papers and bring suit, as it seems as tho it is the last resort.

We would like to inquire that in case of being forced to file suit we would not be acting within our rights to file for full amount of thirty-five cents difference in the price this corn cost us of \$1.75 per bushel and price \$1.40 that we were delivering corn of a better grade also interest.—Hendrick & Scruggs, Hollis, Okla.

Ans.: The liability of the railroad company is the difference between the value of the corn when it did arrive and the value when it should have arrived, according to all the decisions. The carrier also is liable for incidental damages flowing from the delay.

The purchase of the corn later at \$1.40 can be objected to by the railroad company as the measure of damages unless this purchase was made at the time the corn did arrive. Also the price paid for the corn at time of shipment has no direct bearing on the measure of damages. The question is simply: What was the corn worth when it arrived and when it ought to have arrived? Railroad fares and hotel bills do not enter into it unless it can be shown that these expenses of the shipper minimized the damages.

If corn advanced in price 5 cents during the five days in which delivery should have been completed the value at time corn should have arrived would be \$1.80, and if the corn arrived long after the purchase at \$1.40 was made at a time when the market might have been \$1.35

the measure of damages would be 45 cents per bushel.

As the amount is not made certain the shipper is not entitled to interest prior to judgment.

Use Oil Engine or Electric Motors?

Grain Dealers Journal: We have a 125-bbl. flour mill and elevator which requires about 50 h. p. We also have a 30-inch attrition mill, which under varying load also requires about 50 h. p. to operate, making a total of 100 h. p. when mill and feed plant are in operation.

We are using two 80-h. p. boilers and an 18x22 Corliss engine of 200 h. p. in good running order; but the cost of operation is too high.

We can get electric power of the Power & Light Co., having a power line running past our mill. By spending about \$2,000 for motor installation we can reduce our power cost around \$200 to \$500 a year.

Some oil engine companies have figured with us and claim they can reduce our power cost more than 75 per cent. To install an oil engine of 125 h. p. would cost around \$8,000.

What would be the best thing to do?—Central Ohio.

Ans.: If this were a grain elevator operating intermittently the decision should be in favor of electric motors using the commercial current; but the steady driving of a flour mill offers an opportunity for a power plant to work economically, so that the oil engine probably is the best choice.

The first cost could be reduced by putting in an oil engine large enough only to drive the machinery that is running all the time and installing individual electric motor drives for the attrition mill if that is operated intermittently.

Got Interest on Claim.

Grain Dealers Journal: We notice in the Journal of May 25, page 878, a letter from the Meech & Stoddard Co., Inc., of Middletown, Conn., relative to interest on railroad claims for loss and damage.

We had a case similar to this one on a shipment of oats from Chicago, Ill., consigned to us, Underwood, W. Va., car shipped on March 7, 1918. Thru error the shipment went to Newport News, Va., and we were unable to find what had become of the car until about May 14, when we were then advised the car had reached Newport News thru error and the oats had been exported.

We immediately filed claim against the originating road, the C., C. & St. L., on May 14 for the amount of the original invoice. We kept tracing for payment and finally were advised under date of Nov. 5, 1918, that the original papers had been lost and we then filed duplicate papers under date of Nov. 14, 1918, and included interest up to that date. The C. C. & St. L. declined our claim on account of the interest and we agreed to accept the original amount of our invoice and advised we would fight the interest part out later. They paid the amount of our original invoice on Jan. 14, 1919.

We still insisted that the interest was due us, but they claimed they could not legally pay it. We then took the matter up with C. A. Prouty, Director of Public Service and Accounting, U. S. R. R. Administration, Washington, D. C., and he referred us to J. H. Howard, Mgr. Claims & Property Protection Section, who has charge of loss and damage claims. We explained the situation fully to Mr. Howard and he arranged to have voucher issued covering the interest from the date claim was filed until the date they paid the claim, which amounted to \$114.60 and voucher for this amount was issued on April 11, 1919.

We are simply passing this information along.—The American Hay & Grain Co., Marietta, O.

Ans.: Payment by the carrier in this case was simply a recognition of the legal liability for conversion; but the liability dates back to

time of conversion if that can be ascertained, so that the claim agent was working in the interest of the railroad company by accepting the shipper's date of filing first claim for the accrual of interest.

This rule on interest does not apply, however, to damage claims.

Special Damages for Delay of Seed?

Grain Dealers Journal: On Feb. 28, 1918, we had shipped us from Blue Jacket, Okla., to Hollis, car of oats, delivered April 10, 1918.

We purchased these oats for strictly first-class seed oats guaranteed to be free of any foreign seed that might be objectionable in seed oats. We were forced to pay premium of ten cents per bushel more for these oats than we could have purchased ordinary feed oats for. We repeatedly took the matter of delivery up with every one who might be in position to hurry the movement of this car in question, explaining to them that these oats had been purchased for strictly seeding purposes and that we would be very greatly damaged if they did not deliver during the seeding season, but all of this to no avail. They did finally deliver these oats after all seeding was over. We, of course, had no other alternative but to sell for feeding purposes and at feeding prices, thereby losing the premium we had purchased them at; also we would have sold them at this same premium over feeding oats had they have made a reasonable movement. Besides we were damaged by losing business that we would have gotten had not this delay occurred.

On May 5, 1918, we filed claim against the M. K. & T. Rwy. for ten cents per bushel, just the premium that we paid for these oats. This claim has now been in their hands practically thirteen months and no prospect of settlement. Can hardly get them to answer our correspondence regarding this claim and then they are asking for everything in the world, things that we feel have no bearing on this case, just playing ball with us, but never giving any satisfaction. We feel that they do not anticipate a settlement with us and we are going to bring suit at an early date on above claim.

We are asking the Journal to give us any information or cite us to decisions of the higher courts that may parallel or benefit this case.—Hendrick & Scruggs, Hollis, Okla.

Ans.: Damages due to delay in movement of seed oats come under the head of special damages, and carrier must be given notice at time of shipment, in order to hold carrier for damages due to failure of the seed to arrive in time for sowing.

In *Southern Ry. Co. v. Lewis* the Supreme Court of Alabama held "A carrier is not liable for special damages for delay unless it knows at the time of the making of the contract of the special circumstances requiring prompt shipment." 51 Southern Rep. 863.

In *McKerral & Murchison v. Atlantic Coast Line* the Supreme Court of South Carolina held: Where, after freight was shipped, the shipper notified the carrier that it was intended for a particular purpose and was required in a limited time, it is not such notice as would render the carrier liable for special damages for failure to deliver promptly. 56 S. E. Rep. 965.

In this case the shipper is advised, if he neglected to inform the carrier that these were seed oats for prompt shipment, not to make claim for special damages as seed oats, but to sue for loss in market value due to delay.

LOUISVILLE, KY.—C. W. Bransford, Owensboro, was elected pres. of the Community Millers Ass'n; Geo. W. Ring, Edenburg, Va., vice-pres.; E. H. Sherwood, Chicago, re-elected sec'y and treas. Mr. Bransford, C. D. McArthur, Belgian, Ill., and Pliny Gratz, Tecumseh, Mich., were elected to the board of governors for three years. The Ass'n voted to endorse the proposed wheat bonding and warehouse bill and went on record as asking for the abolition of the present "milling in transit" privileges allowed by the railroads. The pres. was authorized to appoint a traffic com'te of three members to employ special counsel to represent the millers in legal matters, especially in rate controversies.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Sioux Falls a Coming Grain Centre.

Grain Dealers Journal: Sioux Falls Grain firms are closing their books on the best year that they have ever known and from all view points the coming crop looks to be another bumper. Weather conditions are good, a trifle too much rain, perhaps, but that is better than the reverse. Corn all in, and oats and barley looking fine, the wheat was caught by the unusually heavy spring rains and the acreage will not be all that was anticipated.

We have a very live grain center in Sioux Falls. Twelve firms are represented here today, all of them doing a general merchandizing business, and all having offices in one building. Aside from these there are two grain elevators in the city, owned and operated by the Mills Grain Co. and by W. Z. Sharp. The Whole Wheat Cereal Co. is now contemplating the erection of a mill to cost approximately \$250,000, the construction work to begin this summer.

The firms represented here are as follows: Cargill Commission Co., McCaull-Dinsmore Co., Flanley Grain Co., Taylor Bournique Co., Randall, Gee & Mitchell, Quinn-Shepherdson Co., and Hallett & Carey. We have a general merchandizing office here also and own the third elevator in the town. Trans-Mississippi Grain Co., operate the Bartlett Frazier wire; Slaughter Burke Co., have the Simons Day wire; Merriam Commission Co., have the former Lamson wire, and the Armour Grain Co., has its own.

Godfrey Blanchard Co. is to open here shortly and the Albers Commission Co., likewise. Mr. Charles Eihler, secretary of the South Dakota Farmers Elevator Assn. has offices here also.

This representative list of firms shows that we are rapidly forging to the front and we are very much of a primary grain market today.

Who knows but what Sioux Falls will shortly be among the organized grain markets, for we have the country, the firms and the spirit that should make such a venture a success.—Yours truly, Merchants Elevator Company, Horace McCord, Mgr., Sioux Falls, S. D.

Trade Can Handle Wheat Without Expense to Government.

Grain Dealers Journal: I note considerable discussion as to the best means of the Government handling the 1919 Wheat crop, also that the Grain Corporation is inviting opinions of country grain dealers and others as to the best methods. Being a large taxpayer and subject to the national income tax payments, I am obviously interested in keeping down government expenses and adopting more economical business methods in various government administrations.

To my mind here is the simplest and most easily adopted method of handling this guarantee. Let the Grain Corporation announce that from the beginning of the new crop year the market would be turned back to the regular pre-war channels and the price to be regulated by the law of supply and demand; that on July 1st, 1920 (or whatever is the date of the expiration of the price guarantee) the government will purchase all surplus wheat in the U. S. tendering holders the basis price of \$2.26 Chicago, plus a reasonable carrying charge for the period. Meantime the Grain Corporation would cease to function, would

eliminate all administration expenses and terminate all control and red tape over country grain dealers and others, but would simply stand behind the guarantee which would make the best possible stabilizing medium for the market.

In practice this would work out about as follows: The farmer in place of rushing his grain to market, congesting country and terminal elevators, would allow his grain to flow in even quantities; a profit would accrue to farmers who would haul grain to the country elevators, and to the mills who would store grain. There could be no possibility of the producer suffering any loss as any attempt to place a value below government market price would meet with liberal protection by the banks of the country who would finance stored wheat at a valuation closely approximating the final high price guaranteed by the government, less carrying charges.

I cannot conceive how the government under this time plan could possibly lose any money, the machinery of business would proceed with a confident atmosphere and the chances are that by the expiration of the government liquidation, our surplus would all have been disposed of and the government would not have to buy one bushel of wheat.

Trusting this suggestion will lead to some light being thrown upon the very complicated subject, I beg to remain, very truly yours, Stanley Searce, Ronan, Mont.

Elevator Buckets.

Grain Dealers Journal: The shape of elevator buckets (cups is a shorter word) as far as carrying capacity is concerned is immaterial. Any shape that provides capacity, may be adopted. A square shape cup would probably have the greatest holding capacity for a given amount of metal.

But shape is not (or should not) be given to a cup solely for holding capacity. For the purpose of lifting grain from pit to the apex of the head pulley, any shape cup which has any holding capacity will serve.

Close analysis, however, is convincing that lifting grain up the leg does not touch the essential factor in the problem to be solved. And to lift grain on one side and drop it down the other, accomplishes nothing except a waste of effort.

The vital point to consider is, what shape should be given to a cup to get the maximum amount of grain safely from the pit into the discharging chute in the cupola? The accomplishment of that end is the sole object of erecting an elevator leg, or in constructing the building that holds it.

To solve this problem correctly, two movements (after the cup reaches the apex of the head pulley) cannot be ignored.

The first is the circular movement of the cup from the apex around the remaining quarter circle of the head pulley.

The second is the parabolic curve which the grain takes in leaving the cup at the apex of the pulley, due to tangential force and gravity.

These two movements inevitably occur with every cup and with all its granular contents. They must be reckoned with.

It is well known to every school boy that a bucket filled with water can be swung in a circle without spilling. Certainly the same thing can be done with the same bucket filled with grain. If so, then such a bucket, operated in such a manner obviously is not suitable to be used on a grain elevator belt. The moment that such a bucket (if used) should finish the quarter circular movement, its full contents would fall by gravity down the back leg. A useless operation.

What then is a suitable shape for a cup for a grain elevator belt? Obviously it must be such that it will hold a maximum quantity of grain, and that the trajectory of the discharging grain must be unobstructed by it, or undisturbed in its flight.

How can it be considered possible to ac-

complish this result by selecting cups at random—haphazard—as to shape—cups which may be wholly unsuited to the end they are expected to accomplish, or to the curvature of the head pulley over which they must ride, or to the speed which gives the trajectory to the grain?

The merit of the "Omaha" bucket consists solely in the fact that it is specially designed for the diameter of the head pulley over which it must pass, and for the special speed given to that pulley; the cup holding a maximum amount of grain possible in those conditions. It is the only grain cup made that has a curved back to fit the pulley at straight front to fit a trajectory; reversing the usual construction of cups.

It may be demonstrated diagrammatically that the "Omaha" bucket will discharge into the distributor, or the chute leading to it, approximately twice as much grain as a cup of the same holding capacity, built on the reverse order, or of what is known as the "triangular" cup with the same length and projection.—Thos. F. Hall.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting in the Grain Dealers Journal, for free publication, the initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Central Vermont No. 60,799 had draw bar pulled out on June 3 between Gladstone and Vining, Ia., on an eastbound train and leaked mixed corn badly. It was set out at Vining and temporarily repaired by train men. M. J. Rucker, Gladstone, Ia.

Death of A. G. Tyng.

Alexander G. Tyng, who was president of the Grain Dealers National Ass'n in 1909-10, died at Peoria, Ill., June 5th.

For many years he was one of the largest handlers of corn and oats in Central Illinois and is credited with having run a corner in oats many years ago. He was at the head of the firm Tyng, Hall & Co. Personally he was well liked, being polite and agreeable in manner.

He gave liberally of his time to association work. He had served a term as vice pres. of the Peoria Board of Trade, had been a director of the Illinois Grain Dealers Ass'n and active in the Council of Grain Exchanges. A portrait of Mr. Tyng is reproduced herewith.



A. G. Tyng, Peoria, Ill., Deceased.

The Elevator Agreement

As a basis for discussion and for adoption by the grain dealers who expect to handle wheat the coming season Wheat Director Julius H. Barnes has issued the following tentative agreement.

Tentative Draft of Elevators and Dealers Agreement.

MEMORANDUM of AGREEMENT made this 1st day of July, 1919, between the undersigned

Country Elevator Operator

Terminal Operator

Dealer Broker

hereinafter called the "Dealer" party of the first part, and Food Administration Grain Corporation, hereinafter called the "Grain Corporation," party of the second part.

WITNESSETH, That for and in consideration of the mutual covenants hereinafter set forth, it is agreed between the parties hereto as follows:

First—The words "guaranteed price" when used in this agreement, mean the wheat primary market price fixed in the Presidential proclamation of September 2d, 1918 (\$2.26 Chicago), or as such primary market price may hereafter be increased by Executive Order or increased by the addition of storage premiums fixed by the Grain Corporation and publicly announced by it.

Second—The dealer, in buying wheat from the producer, shall pay not less than the guaranteed price at the terminal most advantageously reached, less freight and less a reasonable handling charge. If, in the judgment of the Grain Corporation, the Dealer is charging the producer an unreasonable handling charge, and the Dealer refuses to adopt the expression of the Grain Corporation as to what is a reasonable handling charge, the Grain Corporation shall submit the question to the United States Wheat Director for his decision. The opinion of the United States Wheat Director as to what constitutes a maximum reasonable handling charge shall be binding upon the parties to this agreement.

Third—The Dealer shall use his best and honest judgment to determine the proper grade and dockage under the Federal standards on all wheat bought by him from the producer and shall pay therefor the proper price based on such determination of grade and dockage. The Dealer shall keep a record showing all purchases, name of the seller, date, quantity, grade and dockage fixed, and price paid; and on all parcels of wheat graded lower than No. 3 Federal standards, the Dealer shall retain a sample, properly identified, for a period of sixty days after purchase and these records and samples shall be open to inspection by the Grain Corporation at any time.

Fourth—At any time and from time to time prior to the termination of this agreement, the Grain Corporation shall purchase in accordance with its purchasing rules and customs, at the request of the dealer, all unsold wheat owned by the Dealer, whether in store or in transit, except such wheat that has not been delivered to the Dealer by the producer, at the guaranteed price, delivered at the terminal or terminals designated by the Dealer.

Fifth—In case the Dealer shall be unable, because of car shortage, after using every effort and all diligence to ship in any week such total quantity of all grain as make the equivalent of at least 20 per cent of the amount of wheat (wheat only) in his elevator at the beginning of such week, the Grain Corporation shall pay to the Dealer to cover insurance and interest for such wheat, 7/20ths of a cent per bushel on the amount

of wheat in the elevator at the beginning of such week; provided, however, that in the event that the Grain Corporation announces that it has established and includes in the guaranteed price an advancing premium framed to reflect a fair carrying charge, this Section shall not be effective until such advancing premium is discontinued by the announcement of the Grain Corporation.

Sixth—Upon the date of the termination of this agreement, as hereinafter provided, the Grain Corporation shall, at the request of the Dealer, purchase for delivery to it, at the terminal selected by the Dealer, at the guaranteed price, or, at the option of the Grain Corporation, F. O. B. the Dealer's elevator, at the guaranteed price, less freight to said terminal, all unsold wheat of the Dealer on hand and in transit, except, however, wheat not actually delivered by the producer to the Dealer. The details as to quantity, probable grade and position shall be furnished to the Grain Corporation by the Dealer not later than ten days after the date of termination.

Seventh—The Dealer shall not store in any elevator or warehouse at any seaport of the United States, wheat or wheat products, for a longer period than thirty days without the express permission, in writing, from the Grain Corporation.

Eighth—During the period of this agreement the Dealer shall:

(1) Hold such license as may at any time be required by proclamation of the President of the United States under and pursuant to an Act of Congress relating to the national wheat guarantee, approved March 4th, 1919.

(2) Obey all provisions of the afore-mentioned Act of Congress and all lawful rules and regulations of the President of the United States and the United States Wheat Director issued under the authority of the said Act of Congress.

(3) Not knowingly deal in wheat or wheat flour with any person who does not hold such license as may be required by proclamation of the President of the United States under and pursuant to said Act of Congress.

(4) Make and render reports in the manner and at such times as may be required by the Grain Corporation and open its books and records to the inspection of the Grain Corporation whenever requested by it.

Ninth—This agreement may be terminated by the Grain Corporation by giving thirty days' previous notice thereof to the Dealer. Unless so terminated this agreement shall terminate May 31, 1920.

WITNESS our hands and seals as of the day and year first above written.

..... (L. S.)

Dealer

Address of Dealer:

FOOD ADMINISTRATION GRAIN CORPORATION,

By

L. M. THOMAS, who for many years has had charge of the milling investigations of the office of Grain Standardization, U. S. Department of Agriculture, has left the department to accept a position with the newly organized Mid-West Flour Mills Co., headquarters, Columbus, O. Mr. Thomas is one of the few men in the United States who has had a very wide experience in experimental milling and baking tests of all classes and sub-classes of wheat from various parts of the United States and Canada, and the Mid-West Flour Mills Co., is to be congratulated on being able to secure the services of a man so well qualified for this work.

Coming Conventions.

June 18, 19.—Ohio Grain Dealers Ass'n at Cleveland, O.

June 24, 25, 26.—American Seed Trade Ass'n, Chicago, Ill.

June 26, 27 and 28.—Tri-State Country Grain Shippers' Ass'n, at Minneapolis, Minn.

July 2.—Indiana Grain Dealers Ass'n, at Indianapolis, Ind.

July 8.—Pacific Northwest Grain Dealers Ass'n at Portland, Ore.

July 15.—Michigan Hay & Grain Ass'n at Detroit, Mich.

July 16, 18.—National Hay Ass'n at Detroit, Mich.

July 18, 19.—Northwestern Grain Dealers Ass'n, at Lewistown, Mont.

Oct. 13, 14, 15.—Grain Dealers National Ass'n at St. Louis, Mo.

Form Interior Boards of Trade Ass'n.

Representatives of several of the interior boards of trade and grain organizations in the Southwest met at Wichita, Kan., June 4 and completed the organization of the Ass'n which was proposed recently at Kansas City when the Southwestern Grain Dealers League was formed. The new organization is known as the Interior Boards of Trade Ass'n, and L. H. Powell, of Wichita, was elected pres. and Leonard Ayres, of Hutchinson, Kan., temporary sec'y.

This Ass'n is comprised of the Enid, Okla., Board of Trade; the Hutchinson, Kan., Board of Trade; the Oklahoma City, Okla., Grain Exchange; the Salina, Kan., Board of Trade; the Topeka, Kan., Board of Trade, and the Wichita, Kan., Board of Trade.

A constitution and by laws has been adopted, and each organization will be assessed dues based upon its membership. It is proposed that, thru the Ass'n, all member interior boards of trade will work as a unit on matters affecting all of them, and one of the first things to be striven for is the adoption of uniform rules.

The work of the Ass'n is to be carried forward vigorously, and it is the belief of those active in its formation that it will result in much good for grain trade as a whole, and for members of its constituent exchanges and dealers of the Southwest in particular.

Elevator Casualties.

SULLIVAN, ILL.—Pearl Loy fell from a wagon April 25, dislocating his wrist and cutting his arm. He is employed by the J. B. Tabor Grain Co.

SHELDON, ILL.—Jesse Johnson, employed by the Cleveland Grain Co., was injured April 17. A brace rod to a loading spout on an overhead platform gave way and in falling struck him on the head.

CRAWFORDSVILLE, IND.—John Coleman, an employe of the Crabbs-Reynolds-Taylor Co., was injured April 24 when he swung off a haymow on to a hay wagon ladder which broke. Ligaments under the tenth rib were torn loose and his hip was bruised. Earl Burks on May 1, while prying loose the casing on an electric motor was struck over the right eye by a crowbar which slipped. Chester M. Shaw was injured May 14. His skull was fractured by a falling brick or other substance dislodged from the top of a structure. Ed. Belt, also an employe of the Crabbs Reynolds Taylor Co., suffered a similar accident on the same date when some substance fell from a height and crushed his skull. Geo. Sering suffered a cut on the head May 14, when he was struck by a falling brick while at work at the plant of the Crabbs Reynolds Taylor Co. Harry Applegate had the arches of his feet strained when he fell 15 feet to the basement floor. The accident was caused by the slipping of a hay hook from a bale.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

CANADA.

Toronto, Ont.—The coming of the hot, sunny weather dried up the heavily soaked land and brought a rush of delayed seeding. Buckwheat and millet is being largely sown on account of the lateness of the season for other crops. Fall wheat continues to look well in this province.—B.

COLORADO.

Hayden, Colo., June 2.—Crop outlook of the very best for 1919 wheat. Have had an abundance of rain at the right time.—G. H. Harries, mgr. Hayden Co-operative Elvtr. Co.

ILLINOIS.

Stonington, Ill., May 23.—Crops are looking fine, except corn, which is asking for sunshine and warm weather. We have had lots of rain and cloudy days.—Aylward & Zeigler Grain Co.

McNabb, Ill., May 24.—About a week of planting left if we get good weather. It has been too wet and cold for corn. Oats, wheat and rye look good around here.—Carl Koch, mgr. McNabb Grain Co.

Galva, Ill., June 7.—The oats crop is looking fine. Wheat promises to be a good crop under favorable conditions. The corn is all planted and the majority of it is up. Some fields are cultivated.—De Witt De Forest.

Watseka, Ill., May 31.—Wheat is 90%, with an increase in acreage of 100%; rye, 75%, acreage increase, 100%; oats, 80%, decrease in acreage of 20%; corn, 90%, decrease, 20%. Ten per cent of the corn is yet to plant. Ground is in good shape so far as moisture is concerned, but the excessive heat may do some damage. Pastures and meadows are 100%.—H. W. Bell, Watseka Farmers Grain Co.

Springfield, Ill., June 4.—All crops made very good progress. Corn planting proceeded favorably, except in parts of the southern division where the ground is too wet to work. The condition of spring wheat and winter wheat is very good to excellent. The latter crop shows much improvement over last week, but there is some rust and smut in places. Oats average in good condition, but are backward and are yellow in places.—Clarence J. Root, Meteorologist.

Chicago, Ill., June 1.—Condition of winter wheat is 96.1, the highest figure at this date since 1891, and indicating a total crop of 900,000,000 bus. Acreage of spring wheat, 22,858,000 acres, or a fraction larger than last year. Condition, 95.5, the highest since 1914, and indicating a possible production of 345,000,000 bus. The total wheat crop possibility, practically 1,125,000,000 bus. has never before been equaled. The acreage of oats is 3 per cent less than the area harvested last year, standing at 43,214,000 acres. The condition is the highest reported at this date since 1909, standing at 93.4 and indicating a total crop possibility of 1,460,000,000 bus. against a crop last year of 1,530,000,000 bus. Ohio and Michigan at 89 and 87, and Montana and California at 84 are the only states of consequence showing a condition below 90. The acreage of rye shows an increase of 1 per cent, totaling 5,450,000 acres, with a condition of 95.1 and a crop indication of 93,000,000 bus., against 89,000,000 bus. harvested last year. Early acreage approximately 5% less than last year, or 8,661,000 acres, with a condition of 91.3 and a crop indication of 225,000,000 bu. against 256,000,000 harvested last year. Corn planting has been delayed by too much moisture, and the acreage is apparently somewhat smaller than that of last year.—Snow-Bartlett-Frazier Crop Report.

Chicago, Ill., June 4.—Reports on winter wheat indicate a condition of 98.9, compared with 99.6 last month and the government report of 100.5. On the basis of the estimated acreage by the government and on the state pars, the outlook is for a crop of 947,000,000 bus., compared with an indication of 587,000,000 bus. this time last year. The average increase in acreage over the country is 3.2, the total being 23,301,000 acres. The condition is 94.4,

which is above the average at this season of the year and indicates a crop of 359,000,000 bus. Both varieties of wheat show a combined prospect of 1,300,000,000 bus. on present prospects. The decrease in oats acreage was 3.5 acres and the condition reported is 91.5, which is above the average and indicates a crop prospect of 1,427,000,000 on government pars, compared with 1,500,000,000 a year ago. Preliminary returns on corn indicate a reduction of 4%. The condition is good in the southwest and fair to poor south and southeast. In the big belt, planting has not been completed, but conditions favor a good growth. Barley acreage has been reduced 9 per cent from last year. The wheat acreage in Canada has only been increased slightly and the condition suggests a crop of 300,000,000 bus. on the average of recent years, comparing with a final yield of 163,000,000 last year. There was a moderate increase in oats acreage and condition is high, but much of the oats have only recently been seeded. The acreage and condition suggests a crop of 350,000,000 bus. against 222,000,000 harvested last season.—P. S. Goodman of Clement, Curtis & Co.

INDIANA.

Mexico, Ind., June 7.—Wheat is looking fine; also oats. Planting about all done. Some up. Stand good.—Mexico Elvtr. & Livestock Co.

Oakville, Ind., May 20.—Prospects are for a record wheat, oats and barley crop. At least three-fourths of the corn is planted. The rain and cool weather have made corn planting a little late, but we hope for more favorable weather in a few days.—G. C. Cochran, sec'y, Farmers' Elvtr. Co.

Evansville, Ind., May 28.—A great change in the condition of crop outlook has taken place since May 1, due to the excess of rain. About 70% of the corn has been planted, but most of it has turned yellow and is getting weedy. Wheat heads are rather short and an abundance of straw. A great deal of the wheat is down, especially on fertile soil. Harvest will be later than was expected a month ago. One of the largest wheat farmers of this territory told me that his wheat yield would not exceed 18 bus. per acre, whereas it is usually 25 to 30 bus. per acre.—Jacob L. Taylor.

IOWA.

Van Cleve, Ia., May 22.—Weather is too cold for corn, but good for planting. About 60% planted.—W. S. Nicholson Grain Co., Kansas City, Mo.

Charles City, Ia., June 4.—Prospects right now are good for oats and corn. All corn is up. Oats acreage about the same as last year; corn acreage larger.—O. A. King.

Des Moines, Ia., June 3.—Rank growth of winter wheat and rye has been checked by three weeks of relatively dry weather, yet some of the rankest was lodged by heavy rains and local wind squalls. Winter wheat is well headed out in the south and beginning to head in the north. There are some reports of rust. Rye is well headed in all sections and beginning to turn slightly in places. Less than 5 per cent of the corn remains to be planted; probably 80 per cent shows the rows across the fields and a good stand; cultivation has begun in all sections and in the northeast the second cultivation has begun in a few fields. Though late, the crop is rapidly catching up; and 10 days of warm weather would bring it up to normal. Oats, spring wheat and barley are making good progress. Some alfalfa has been cut in the southwest and cutting will become general in the southern half of the State this week. The crop is the largest in years. Clover and timothy are very promising, and pastures excellent.—Chas. F. Marvin.

Woodbine, Ia., June 2.—Been raining pretty steadily in the Missouri Valley for just four days, the ground being well soaked. Fields are getting a trifle weedy where not extra well tended. Some valley land is overflowed, which happens periodically. Not too late for replanting with early varieties of corn. Past three weeks gave the farmers a great chance to push the work, days being cool enuf for teams to do their best. The last week of May had enuf warmth to bring crops along in great shape. Oats, spring wheat and corn have seldom looked better, taken as a whole, oats and wheat having stood out wonderfully. Pastures are a bed of green following last year's drought where roots were good. Many were plowed up and put to corn as stock went to market last season. The high prices have made crop raisers, land speculators and curbstone brokers

saucy. War prices advanced Missouri Valley farms (Iowa) from \$70 to \$175 per acre from 1914 to 1919.—D. McK.

KANSAS.

Hutchinson, Kan., May 31.—Wheat is badly rye mixed. Cal.

Wichita, Kan., June 3.—Cold and rainy, wheat deteriorating.—J. H. S.

Wichita, Kan., June 3.—Rains continue, and some wheat is lodging, but the damage will not be great.—C. A. L.

Grant Sta. (Vesper p. o.), Kan., May 31.—Prospects never were better in this locality for a large crop.—Peterson Bros.

Larned, Kan., June 7.—It looks like the rainy season has ended. No damage to wheat around here so far. It looks like a 30-bu. per acre crop.—T. H. Urtin, agt. Rea-Patterson Milling Co.

Attica, Kan., May 26.—Growing wheat is in almost perfect condition, with fully 10% increased acreage over last year.—C. W. Hunter Attica Mills.

Stafford, Kan., May 24.—Wheat is slow at heading out but, in general, is good. Some fever report the fly working. Corn planting is very late.—R. P. Krum.

Durham, Kan., June 8.—Wheat is looking fine here with the exception of a few low places where it has fallen some.—Durham Grain Co. D. A. Eichenour, mgr.

Bloomington, Kan., June 7.—Wheat is looking fine and our rainy weather is over. All grain 100% stand.—W. E. Conn, mgr., Farmers Union Co-operative Ass'n.

St. John, Kan., June 2. This part of Kansas received good rains Sunday, doing good rather than harm to the growing wheat crop, which is in a much more promising condition than ten days ago.—A. F. Baker.

Wichita, Kan., June 2.—Much wheat was laid down by the recent wind and rain storm. Rain has been excessive during the past few days, and some damage to the growing crop will probably result.—J. H. S.

Hartford, Kan., May 31.—Prospects for wheat couldn't be better. Corn planting is moving on fine. Some few early plantings are up and looking fine. We expect a large acreage of wheat and corn.—F. O. Gibbon Grain Co.

Newton, Kan., June 1.—Wheat and oats conditions splendid in this section; prospect for corn not so good. Look for harvest to start in wheat fields about June 20.—G. E. Morris Newton Milling & Elevator Co.

Viola, Kan., May 28.—Wheat is looking fair in spite of the wet weather, but prospects could be far brighter. Oats, slow, but still in the ring. Corn acreage not as large as formerly.—O. E. Case, mgr. Viola Grain Co.

Edmond, Kan., May 24.—Still planting corn. Late on account of the cold weather, which has also fostered some cut worms, but the last few days has about cleaned them up. We have the greatest acreage and best outlook for wheat ever seen here at this time.—W. S. Nicholson Grain Co., Kansas City, Mo.

Hutchinson, Kan., May 27.—The wheat crop near Amarillo, Tex., surprised me. It is far better looking and the acreage much greater than any of the reports I have heard. The condition is excellent. In southwestern Oklahoma the wheat is turning and harvest will start about June 1. The whole Southwest has had good rains.—L. H. Pettit, mgr. L. H. Pettit Grain Co.

Emporia, Kan., June 6.—Altho the storms of the past week have damaged the wheat in this part of Kansas to a certain extent, the bright weather yesterday and today has put it in good condition. Present prospects are for about 2,000,000 bus. in Lyon County practically all hard wheat. If favorable weather continues, harvest will begin the latter part of June.—Emporia Elvtr. & Feeding Co., H. P. Trusler, Grain Dept.

Hutchinson, Kan., June 7.—With the exception of Sunday and Monday, the week now closing has given ideal weather for the immense wheat acreage in Western Kansas, and the crop is coming on in good condition. In riding from Hutchinson to Wichita Tuesday evening I saw several fields of wheat in which lodging was much in evidence, but on the return trip Friday evening it appeared that most of this wheat had straightened up again. In all probability that still down will remain so. There is some talk of red rust, but it will not cause any serious damage.—Cal.

Brown Spur, Kan., June 6.—Crop conditions are extra good in this section. Look for a better year than 1915.—A. E. Woolridge.

Hackney, Kan., June 6.—Wheat met a setback last week as a result of excessive rains, but should come thru fine with sunshine and dry weather. Oats are looking good. Corn is very backward.—H. S. McFarland.

Wichita, Kan., June 6.—The crop prospects in Canada were good when I left there a few days ago. Weather has been rather dry, but showers of the past week helped. Some hard rains are needed, however, for the general condition.

—Roy S. Drake, Calgary, Can., Pioneer Grain Co.

MICHIGAN.

Lansing, Mich., June 5.—The average condition of wheat is 97 in the State. The condition one year ago was 56. The condition of rye is 96. One year ago the condition was 72. The acreage of corn planted or to be planted as compared with last year is 98. The condition of corn as compared with an average is 88. The condition of oats as compared with an average is 87. The condition one year ago was 98. The acreage of barley sown or that will be sown as compared with last year is 93.—Coleman C. Vaughan, Sec'y of State.

MINNESOTA.

Minneapolis, Minn., June 4.—The latter part of last week we received a number of reports from Montana and western North Dakota that hot winds were hurting the crops. In Minnesota and South Dakota there were complaints that the surface of the ground was drying rapidly and forming a hard crust. Shortly after these reports were received fine rains fell throughout South Dakota, Minnesota, the eastern half of North Dakota and the northern portion of Montana, as well as a number of other localities in the latter state. Western North Dakota and some districts in Montana have had but a small amount of moisture and rains are badly needed. The cooler temperatures throughout the territory are ideal for growing grain and have temporarily helped the dry districts. Winter rye in North Dakota shows a thin stand in a number of places and has started to head, although only from six inches to one foot high. In South Dakota and Minnesota where the rye is further advanced, it is in much better condition. The breaking for flax was somewhat delayed by the dry soil, but work has again started under favorable conditions since the recent rains. In South Dakota especially, there are further reports of increase in the flax acreage, and with plenty of moisture now in the ground, the seed should germinate without any trouble. There is quite an important flax territory in the western part of North Dakota, which is one of the dry districts, and rains are needed to allow breaking to continue, also to germinate the seed now in the ground. Corn is being replanted in some places in Minnesota and South Dakota, because of damage by cut-worms, but the general condition of this crop is good.—The Van Dusen Harrington Co.

MISSOURI.

Edina, Mo., June, 9.—Small grain prospect never better.—J. L. Cornelius, Cornelius & Zander.

St. Louis, Mo., June 1.—In the eastern part of Kansas too much rain has caused a rank heavy growth which has augmented "red rust" and some claim serious damage from that source. The farther west you go, the better the conditions, especially in the dark wheat sections which lie directly west of Hutchinson, in the Great Bend District and on all lines running to the border. They had rain just as needed and the quality should be excellent. It will be, too, barring a wet harvest. This takes in all the dark wheat section except the Union Pacific District west of Salina and the Missouri Pacific from Concordia west.—Tilghman A. Bryant.

MONTANA.

Fairfield, Mont., May 27.—Rain is badly needed.—J. M. Baker.

Ronan, Mont., June 4.—Following are figures on crop acreage: Winter wheat 50,000, spring wheat 70,000, oats 5,000, alfalfa (planted this spring), 3,000. On the whole, averaging crops in all sections, we would put the following conditions: Winter wheat 75%; spring wheat

80%; oats 80%; alfalfa 85%. The low condition of the above crops was due to the fact that up to May 29th, the total precipitation since 1st of the year amounted to only 4.34 inches; this against our normal of 6.85 and against same period a year ago, 5.64. On the 29th and 31st of May we received the first real good soaking rain since June, 1916, namely, 1.79 inches, giving us a total precipitation for May 3.16 inches; this as compared with 1.71 inches May, 1918, and 2.52 inches for May average. As indicated above, the heavy May rainfall just about makes up the deficiency needed to bring the precipitation up to the five months average. Considerable area is being irrigated and this is a substantial factor in our being able to report a condition as favorable as it is. With a normal rainfall for the month of June, and on a basis of the foregoing condition, we should produce two million bushels of wheat this year. —Stanley Searce, Ronan, Mont.

NEBRASKA

Maskell, Neb., May 27.—Some farmers are planting corn and some have begun plowing corn the first time. With the good weather we are having the crops ought to grow fast.—W. O. Espe. The McCaull-Webster Elytr. Co.

Anoka, Neb., May 30.—Prospects are good for a large crop this year. Wheat and oats are doing fine. Nearly all corn is in and a large percentage of it coming up in fine shape.—Wm. Krotter Co., V. M. Ticknor, mgr.

Hallam, Neb., May 26.—Wheat and oats look fine. Alfalfa is a good crop. Corn is late and farmers are not yet thru planting. Early corn planting is a poor stand and most of it will have to be replanted. A good shower would be good for the corn.—J. G. Schwartz, mgr., Farmers Grain, Coal & Lumber Co.

NORTH DAKOTA.

Straubville, N. D., May 23.—We have prospects here for a bumper crop. The season has been a little late, but most of the farmers are thru seeding and are planting corn.—Straubville Farmers Grain Co.

Voss, N. D.—About the same acreage of wheat as last year, a little more flax and less barley and corn. A desperate amount of wild oats

Government Crop Report.

Washington, D. C., June 9.—The crop reporting board of the Bureau of Crop Estimates makes the following estimate of the acreage and condition June 1:

| Crop. | *Acres. | Condition | | 1919. | 1918. |
|--------------|---------|-----------|-------|-------|-------|
| | | June 1, | 1919. | †Bu. | †Bu. |
| Winter wheat | 48,933 | 94.9 | 893 | 558 | |
| Spring wheat | 22,593 | 91.2 | 343 | 359 | |
| All wheat | 71,526 | 93.8 | 1,236 | 917 | |
| Oats | 42,365 | 93.2 | 1,446 | 1,538 | |
| Barley | 8,899 | 91.7 | 232 | 256 | |
| Rye | 6,484 | 93.5 | 107 | 89.1 | |
| Hay, all | 71,224 | 94.1 | *116 | †90.4 | |

WINTER WHEAT.

| State. | Condition. | | Forecast | | Dec. Estimate. |
|--------|-----------------------|-----------------------------|--------------------------------|---------------|----------------|
| | June 1, 1919. Pct. | June 1, 10-yr. ave. Pct. | From June 1 condition, Bu.* | 1919. Bu.* | |
| N. Y. | 97 | 86 | 11,035 | 6,840 | 8,673 |
| Penn. | 103 | 87 | 34,713 | 24,718 | 24,164 |
| Md. | 98 | 88 | 14,961 | 11,346 | 10,684 |
| Va. | 98 | 88 | 19,301 | 15,600 | 13,944 |
| N. C. | 85 | 88 | 10,353 | 7,195 | 8,391 |
| Ohio | 106 | 79 | 56,331 | 43,225 | 34,914 |
| Ind. | 98 | 77 | 56,656 | 49,266 | 36,285 |
| Ill. | 96 | 74 | 67,985 | 54,266 | 37,543 |
| Mich. | 97 | 77 | 21,063 | 10,010 | 15,806 |
| Iowa | 97 | 82 | 18,119 | 6,150 | 8,957 |
| Mo. | 93 | 76 | 71,786 | 52,873 | 32,594 |
| Neb. | 95 | 80 | 69,825 | 33,478 | 52,176 |
| Kan. | 93 | 74 | 191,647 | 101,760 | 102,322 |
| Ky. | 95 | 82 | 14,707 | 12,129 | 9,862 |
| Tenn. | 84 | 84 | 8,826 | 7,500 | 8,215 |
| Texas | 101 | 75 | 35,337 | 8,920 | 16,538 |
| Okla. | 96 | 72 | 57,535 | 32,899 | 33,914 |
| Mont. | 68 | 88 | 11,441 | 8,184 | 13,144 |
| Colo. | 82 | 87 | 12,652 | 7,095 | 6,992 |
| Utah | 77 | 92 | 2,841 | 2,656 | 4,708 |
| Idaho | 93 | 93 | 8,286 | 6,556 | 8,646 |
| Wash. | 97 | 90 | 27,061 | 9,424 | 24,753 |
| Ore. | 96 | 93 | 18,432 | 10,795 | 12,751 |
| Cal. | 85 | 79 | 14,441 | 7,590 | 6,213 |

| | | | | | |
|------------|------|------|---------|---------|---------|
| U. S. | 94.9 | 80.5 | 892,822 | 558,449 | 555,190 |
|------------|------|------|---------|---------|---------|

*In thousands—i. e., 000 omitted.

starting and I am afraid there will be a considerable lot of oats that will have to be plowed under on that account. Considerable oats, flax and barley yet to seed. Season is about two weeks late.—John J. Peterka.

OHIO.

Eaton, O., May 24.—Weather rainy. Corn about half planted, most of which will be planted over. Oats backward on account of cold rainy weather. Prospect for wheat was never better. Grain of all kinds very scarce.—Joseph Poos.

OKLAHOMA.

Wakita, Okla., June 6.—Best prospects for wheat we ever had. No corn in the county surrounding, to speak of, so we will have to ship in for feeding purposes.—O. E. Edsall.

Oklahoma City, Okla., June 3.—The Oklahoma wheat harvest, expected to begin this week, has been postponed because of recent heavy rains. Five days of good weather will be necessary to dry out the crop.—Beacon.

Lucien, Okla., June 2.—Wheat and oats around here never were better. West and south, there is some talk of black rust, but there is none around here. Wheat harvest has started here.—W. M. Black, W. M. Black Grain Co.

Sayre, Okla., May 27.—There is more than a normal acreage of wheat in this section, but the wet weather has caused much red rust and will cause a decrease in the yield and perhaps in the quality. Oats acreage is small, but prospects were perhaps never better. There will be a large acreage of the grain sorghum crops and of broom corn.—W. B. Tucker, sec'y and mgr. Farmers Co-operative Grain & Elevtr. Co.

Chicago, Ill., June 4.—Red rust has developed in the wheat crop in all districts, but very little damage has resulted so far. The

SPRING WHEAT.

| State. | 1919, acres. | Condition June 1. 1919, per cent. | 10-year ave., per cent. | Forecast June 1, *From June 1, condition. | Dec. estimate. 1918, bu. |
|------------|--------------|---|----------------------------|--|--------------------------------|
| Minn. | 3,805 | 95 | 95 | 61,451 | 78,330 |
| N. D. | 7,304 | 91 | 93 | 86,406 | 101,010 |
| S. D. | 3,796 | 95 | 96 | 48,654 | 69,350 |
| Wash. | 1,611 | 93 | 93 | 30,714 | 17,005 |
| U. S. | 22,593 | 91.2 | 93.7 | 343,181 | 358,651 |

OATS.

| | | | | | |
|------------|--------|------|------|-----------|-----------|
| N. Y. | 1,071 | 81 | 90 | 31,665 | 51,660 |
| Penn. | 1,186 | 92 | 90 | 39,280 | 47,190 |
| Ohio | 1,602 | 88 | 87 | 58,505 | 79,203 |
| Ind. | 1,863 | 92 | 88 | 66,844 | 85,050 |
| Ill. | 4,102 | 93 | 88 | 164,039 | 198,352 |
| Mich. | 1,559 | 86 | 88 | 51,619 | 66,320 |
| Wis. | 2,340 | 94 | 93 | 90,184 | 110,162 |
| Minn. | 3,282 | 94 | 94 | 115,690 | 134,562 |
| Iowa | 5,302 | 97 | 95 | 205,718 | 229,572 |
| Mo. | 1,417 | 92 | 83 | 41,716 | 44,196 |
| N. D. | 2,601 | 91 | 92 | 68,640 | 60,512 |
| S. D. | 2,095 | 96 | 94 | 68,381 | 84,240 |
| Neb. | 2,303 | 98 | 91 | 75,607 | 56,188 |
| Kan. | 1,770 | 92 | 80 | 54,561 | 51,238 |
| Tex. | 1,736 | 102 | 76 | 65,517 | 22,197 |
| Okla. | 1,601 | 100 | 72 | 50,432 | 33,120 |
| Mont. | 680 | 75 | 94 | 22,950 | 20,400 |
| U. S. | 42,365 | 93.2 | 89.4 | 1,446,031 | 1,538,359 |

BARLEY.

| | | | | | |
|------------|-------|------|------|---------|---------|
| Wis. | 569 | 94 | 93 | 17,116 | 25,383 |
| Minn. | 1,288 | 95 | 93 | 33,037 | 43,400 |
| Iowa | 324 | 97 | 94 | 9,743 | 11,340 |
| N. D. | 1,665 | 92 | 91 | 33,700 | 37,281 |
| S. D. | 1,246 | 96 | 94 | 31,698 | 41,300 |
| Kan. | 664 | 97 | 80 | 14,170 | 6,940 |
| Colo. | 171 | 88 | 92 | 5,568 | 4,928 |
| Ida. | 158 | 96 | 96 | 6,067 | 4,900 |
| Wash. | 138 | 93 | 94 | 5,326 | 2,630 |
| Ore. | 157 | 92 | 93 | 5,272 | 4,450 |
| Cal. | 1,748 | 80 | 82 | 31,226 | 34,320 |
| U. S. | 8,899 | 91.7 | 90.5 | 231,757 | 256,375 |

RYE.

| | | | | | |
|------------|-------|----|----|--------|--------|
| Ind. | 426 | 96 | 88 | 7,157 | 6,765 |
| Mich. | 571 | 97 | 87 | 9,360 | 6,750 |
| Wis. | 488 | 95 | 89 | 9,087 | 7,674 |
| Minn. | 448 | 91 | 89 | 8,561 | 5,760 |
| N. D. | 1,945 | 89 | 88 | 27,697 | 20,422 |
| S. D. | 569 | 92 | 93 | 9,946 | 10,505 |
| Neb. | 411 | 99 | 91 | 6,917 | 5,005 |

U. S. 6,484 93.5 88.8 107,381 89,193
*In thousands—i. e., 000 omitted.

highest estimate is 3% to 5%. Wheat is heading out in all districts, and harvesting will commence in the Southern portion of the state June 5th to 10th; in the Northern and Northwestern sections from the 15th to 20th. A heavy yield is expected. Oats are showing good growth. Rust developed in many sections, but no appreciable damage has been done. Harvesting will begin June 5th to 15th. A heavy crop is anticipated. The first cutting of alfalfa has about been completed, but account continued rains some damage has resulted. Corn planting has been completed. The growth has been very slow account continued wet and cold weather. Some replanting will be necessary. Broom corn planting has been completed. Peanut planting has been completed, but the growth has been slow account cool weather. Pasture lands are in good condition. —S. H. Johnson, freight traffic mgr., C. R. I. & P. R. R.

Oklahoma City, Okla., June 1.—The growing condition of wheat has decreased 3% since the last report. The prospect of a full crop now stands at 92%. This decrease in condition is attributed to the prevalence of red rust. The damage caused from this source is very small. The rust seems to form on the leaves and so far has not hindered the growth of the plant. The condition of the 1918 crop on same date last year was 73%. The present condition is probably the best that was ever reported at this time of the year. With the unusually large acreage and the small percent of abandoned acreage, this will undoubtedly be Oklahoma's record wheat year. The condition of oats is 92%. This is an increase of 2% as compared with the condition as published last month. The condition of the 1918 crop on the same date last year was 74%. Corn shows a condition of 85%. The general growing conditions have been very unfavorable to the corn crop. Many reports were received this month stating that the cut worm has damaged the plant considerably and in many parts of the state replanting has been necessary. The alfalfa condition has decreased 1% during the past month. Condition now standing at 94%. The acreage planted to kafir and milo has been decreased 8% as compared with last year's acreage. The estimate for this year's acreage is 1,216,000 acres. This estimate will probably be increased as abandoned acreages of other crops will more than likely be planted to these crops. There is also a decrease of 3% in the acreage planted to sorghum, a decrease of 12% in the broom corn acreage and a 5% decrease in the peanut acreage. The alfalfa acreage has been increased 2%. The acreage planted to Sudan Grass has been increased 2% and there is also an increase of 5% in the acreage planted to barley and rye. This year's acreages for the above crops are estimated as follows: Sorghum 275,000 acres, alfalfa 276,000 acres, peanuts 18,000 acres and barley and rye 17,000 acres.—W. B. Hamlin, Statistician.

SOUTH DAKOTA.

Mitchell, S. D., June 5.—Crops fine. Dandy rains the past week.—R. G. Stone.

TEXAS.

Hale Center, Tex., May 30.—Grain prospects extra good, if the rust doesn't hurt the wheat and oats.—O. C. Sanders.

Hale Center, Tex., May 23.—Wheat is very good and will average 15 to 40 bus. per acre. Oats average about 40 to 60 bus. Acreage of kafir and milo maize the largest of record, and it is in good condition.—John J. Roberts, Jr.

Hale Center, Tex., May 23.—Wheat is very good and will average 15 to 40 bus. per acre. Oats will average about 40 to 60 bus. Acreage of kafir and maize the largest ever, all in good condition.—John J. Roberts, Jr.

Austin, Tex.—Army worms, which are infesting considerable areas, are engaging the attention of state entomologists who are waging a fight against them. Some fields have been totally ruined, some badly damaged and others in the same locality which have not been touched. They are migrating and destroying everything in their path. They can destroy a field in one or two nights.

Chicago, Ill., June 4.—In Western Central, Northern and Northwestern Texas wheat and oats are rapidly nearing the ripening stage. Dry weather is needed to permit harvesting. Continuous wet weather has damaged corn more or less in some localities. Some replanting is necessary. The ground is too wet to permit cultivation, and weeds are making headway. It has been too wet to plant forage crops. In the Eastern Central and Northern Central sections wheat and oats are in excel-

lent condition, and ready for harvesting. Fields are too wet for binders. It is too cool and wet for corn, and farmers are unable to cultivate. Clear, warm and dry weather is needed for harvesting and cultivation of row crops. In Southern Texas harvesting has about been completed. It is too wet and cool for corn.—S. H. Johnson, freight traffic mgr., C. R. I. & P. R. R.

Wheat Movement in May.

Receipts and shipments of wheat at the various markets during May, compared with May, 1918, were as follows:

| | Receipts | | Shipments | |
|--------------------|-----------|-----------|------------|-----------|
| | 1919. | 1918. | 1919. | 1918. |
| Baltimore | 2,055,634 | 63,332 | 2,204,793 | ..... |
| Chicago | 1,727,000 | 190,000 | 7,760,000 | 356,000 |
| Cincinnati | 64,500 | ..... | 40,850 | ..... |
| Ft. William | 4,285,151 | 2,143,151 | 23,218,617 | 2,808,225 |
| Indianapolis | 28,750 | 116,250 | 2,500 | 1,250 |
| New York | 7,313,700 | ..... | 5,865,118 | ..... |
| Omaha | 266,000 | 472,800 | 458,000 | 172,800 |
| Philadelphia | 2,954,378 | 185,210 | 3,829,670 | 176,144 |
| St. Louis | 2,376,709 | 204,993 | 2,422,380 | 306,270 |
| Wichita | 243,600 | 132,200 | 26,000 | ..... |
| Duluth | 1,062,475 | 84,289 | 11,113,606 | 166,749 |
| New Orleans | ..... | ..... | 457,718 | ..... |
| Galveston | ..... | ..... | 319,600 | ..... |
| Minneapolis | 5,004,290 | 5,001,980 | 5,671,670 | 621,630 |
| S. Francisco, tons | 7,056 | 12,542 | ..... | ..... |

Corn Movement in May.

Receipts and shipments of corn at the various markets during May, compared with May, 1918, were as follows:

| | Receipts | | Shipments | |
|--------------------|-----------|-----------|-----------|-----------|
| | 1919. | 1918. | 1919. | 1918. |
| Baltimore | 728,105 | 644,223 | 168,991 | 200,193 |
| Chicago | 3,334,000 | 5,894,000 | 2,964,000 | 3,203,000 |
| Cincinnati | 140,800 | ..... | 154,000 | ..... |
| Duluth | ..... | ..... | ..... | 61,561 |
| Indianapolis | 572,500 | 1,121,250 | 570,000 | 352,500 |
| Minneapolis | 429,910 | 630,680 | 217,880 | 569,330 |
| New York | 234,200 | ..... | 19,007 | ..... |
| Omaha | 1,670,200 | 2,889,600 | 1,736,000 | 3,452,400 |
| Philadelphia | 114,205 | 591,730 | 53,767 | 176,870 |
| Galveston | ..... | ..... | ..... | 410,247 |
| St. Louis | 910,225 | 1,716,436 | 995,820 | 1,418,540 |
| S. Francisco, tons | 1,735 | 1,202 | 16,000 | 78,000 |
| Wichita | 39,600 | 138,000 | ..... | ..... |
| New Orleans | ..... | ..... | 95,700 | 463,706 |

Oats Movement in May.

Receipts and shipments of oats at the various markets during May, compared with May, 1918, were as follows:

| | Receipts | | Shipments | |
|--------------------|-----------|-----------|-----------|-----------|
| | 1919. | 1918. | 1919. | 1918. |
| Baltimore | 873,624 | 2,466,558 | 513,966 | 1,400,667 |
| Chicago | 5,838,000 | 9,030,000 | 7,032,000 | 7,436,000 |
| Cincinnati | 275,200 | ..... | 188,000 | ..... |
| Duluth | 15,506 | 58,893 | 12,891 | 91,689 |
| Ft. William | 1,629,382 | 3,749,779 | 2,095,157 | 5,854,473 |
| Indianapolis | 948,600 | 1,501,200 | 334,800 | 657,000 |
| Minneapolis | 1,611,370 | 1,268,100 | 1,266,300 | 2,787,700 |
| New York | 1,392,000 | ..... | 1,934,048 | ..... |
| Omaha | 1,418,000 | 1,238,000 | 1,626,000 | 1,960,000 |
| Philadelphia | 1,223,935 | 2,204,747 | 634,253 | 1,579,578 |
| St. Louis | 2,592,000 | 2,235,575 | 2,287,250 | 3,434,690 |
| Wichita | 64,500 | 66,000 | 37,500 | 42,000 |
| New Orleans | ..... | ..... | 76,250 | 1,921,498 |
| S. Francisco, tons | 1,265 | 1,604 | ..... | ..... |

Rye Movement in May.

Receipts and shipments of rye at the various markets during May, compared with May, 1918, were as follows:

| | Receipts | | Shipments | |
|--------------|-----------|---------|-----------|---------|
| | 1919. | 1918. | 1919. | 1918. |
| Baltimore | 1,830,023 | 27,459 | 2,633,483 | 24,363 |
| Chicago | 396,000 | 146,000 | 250,000 | 106,000 |
| Cincinnati | 11,000 | ..... | 9,900 | ..... |
| Duluth | 2,283,341 | 168 | 3,744,258 | 5,292 |
| Ft. William | 28,933 | 4,777 | 135,714 | 15,891 |
| Indianapolis | 13,750 | 18,750 | ..... | 7,500 |
| Minneapolis | 1,133,380 | 204,420 | 3,347,480 | 250,480 |
| New York | 2,576,250 | ..... | 3,317,376 | ..... |
| Omaha | 103,400 | 22,000 | 90,200 | 13,200 |
| Philadelphia | 2,524,410 | 48,126 | 2,709,875 | ..... |
| St. Louis | 23,741 | 4,079 | 9,540 | 6,590 |
| Wichita | ..... | 1,000 | ..... | 1,000 |

Barley Movement in May.

Receipts and shipments of barley at the various markets during May, compared with May, 1918, were as follows:

| | Receipts | | Shipments | |
|--------------------|-----------|-----------|-----------|-----------|
| | 1919. | 1918. | 1919. | 1918. |
| Baltimore | 563,754 | 281 | 831,004 | ..... |
| Chicago | 2,084,000 | 1,338,000 | 1,026,000 | 233,000 |
| Cincinnati | 27,500 | ..... | ..... | ..... |
| Duluth | 289,136 | 176,190 | 710,863 | 619,497 |
| Ft. William | 867,379 | 380,595 | 3,255,685 | 1,713,318 |
| Minneapolis | 3,679,390 | 1,001,680 | 3,196,000 | 1,941,390 |
| New York | 433,925 | ..... | 640,590 | ..... |
| Omaha | 163,600 | 111,600 | 225,000 | 149,400 |
| Philadelphia | 10,670 | 5,000 | 411,130 | 19,252 |
| Galveston | ..... | ..... | 383,338 | 905,558 |
| St. Louis | 92,800 | 51,200 | 36,910 | 12,110 |
| S. Francisco, tons | 48,208 | 4,460 | ..... | ..... |
| New Orleans | ..... | ..... | 219,835 | 1,844,771 |
| Indianapolis | 11,250 | ..... | ..... | ..... |

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

COLORADO.

Hayden, Colo., June 2.—Wheat not all market as yet. About 70 cars will be shipped from this point and our branch at Elkhead Station. Expect near 150 cars of wheat for 1919. G. H. Harries, mgr., Hayden Co-operative Elevator Co.

ILLINOIS.

Watseka, Ill., May 31.—Five per cent of the corn and ten per cent of oats still in farmers' hands.—H. W. Bell, Watseka Farmers Grain Co.

Stonington, Ill., May 23.—Only about 10% of old crops left on farm and corn is being held for \$2. Oats is being fed instead of corn. Aylward & Zeigler Grain Co.

McNabb, Ill., May 24.—No grain moving here at present. Not much back to come, as most all of the corn is being fed. A few oats to be shipped but not many.—Carl Koch, mgr. McNabb Grain Co.

MICHIGAN.

Lansing, Mich., June 5.—The total number of bushels of wheat marketed by farmers at May at 134 flouring mills was 69,180 and at the elevators and grain dealers 9,448, or a total of 78,628 bus. Of this amount 65,366 bus. was marketed in the southern four tiers of counties, 11,436 in the central counties and 1,826 in the northern counties and Upper Peninsula. The estimated total number of bushels of wheat marketed and consumed by growers in the four months August-May is 8,500,000. One hundred and eight mills, elevators and grain dealers report no wheat marketed in May.—C. Vaughan, Sec'y of State.

NEBRASKA.

Anoka, Neb., May 30.—Grain is nearly shipped out.—V. M. Ticknor, mgr. Wm. Krutner Co.

NORTH DAKOTA.

Voss, N. D.—Not much wheat left in farmers' hands, but quite a little barley.—John Peterka.

Straubville, N. D., May 23.—Not much grain to move from this territory.—Straubville Farmers Grain Co.

OKLAHOMA.

Lahoma, Okla., June 6.—Wheat cutting will start next week.—Chas. Ransey.

WHEAT rust has been found in several southern Pennsylvania counties.

Exports of Grain Weekly, Bus., 000 Omitted.

| | Wheat. | | Corn. | | Oats. | |
|-------------|---------|---------|---------|---------|---------|---------|
| | '18-19. | '17-18. | '18-19. | '17-18. | '18-19. | '17-18. |
| Jan. 4.... | 3,600 | 2,191 | 61 | 177 | 2,193 | 1,511 |
| Jan. 11.... | 4,404 | 1,805 | 104 | 1 | 3,206 | 2,231 |
| Jan. 18.... | 5,013 | 2,109 | 119 | 175 | 3,100 | 1,711 |
| Jan. 25.... | 3,661 | 1,683 | 113 | 37 | 3,155 | 1,711 |
| Feb. 1.... | 1,884 | 1,568 | 28 | 10 | 558 | 1,711 |
| Feb. 8.... | 2,947 | 1,037 | 418 | 514 | 840 | 1,711 |
| Feb. 15.... | 5,684 | 950 | 120 | 353 | 1,315 | 1,711 |
| Feb. 22.... | 3,209 | 675 | 37 | 108 | 1,298 | 1,711 |
| Mar. 1.... | 3,914 | 1,232 | 119 | 93 | 351 | 1,711 |
| Mar. 8.... | 1,543 | 1,172 | 59 | ..... | 1,261 | 1,711 |
| Mar. 15.... | 2,152 | 844 | 17 | 891 | 479 | 1,711 |
| Mar. 22.... | 3,840 | 855 | 253 | 1,036 | 1,022 | 2,411 |
| Mar. 29.... | 6,273 | 1,157 | 11 | 1,421 | 741 | 1,711 |
| Apr. 5.... | 5,178 | 1,251 | 132 | 1,218 | 176 | 1,711 |
| Apr. 12.... | 5,765 | 994 | 37 | 2,109 | 634 | 3,311 |
| Apr. 19.... | 6,326 | 910 | 24 | 547 | 357 | 3,311 |
| Apr. 26.... | 7,401 | 1,278 | 62 | 955 | 487 | 3,311 |
| May 3.... | 5,865 | 719 | 53 | 705 | 778 | 2,711 |
| May 10.... | 7,512 | 1,450 | 113 | 1,493 | 937 | 3,411 |
| May 17.... | 7,984 | 1,027 | 57 | 1,490 | 929 | 3,411 |
| May 24.... | 4,144 | 588 | 146 | 1,122 | 1,816 | 2,911 |
| May 31.... | 4,228 | 493 | 170 | 1,469 | 214 | 2,311 |
| June 7.... | 7,824 | 820 | 267 | 2,279 | 898 | 1,411 |

Total since July 1..182,014 111,557 9,114 28,440 88,526 120,211

The Tax on Brokers.

John R. Mauff, sec'y of the Chicago Board of Trade, after consultation with the Internal Revenue Department at Washington, has drawn up the following guide to brokers who wish to comply with Sec. 1001 of the Revenue Bill of 1918, imposing a tax on brokers.

This is subject to modification, as the publication by the Commissioner of Internal Revenue of Regulation No. 40, revised, is delayed.

A "broker" is defined as a person whose business it is to negotiate purchases or sales or others. In the present Revenue Bill there is included, for the first time, those brokers dealing in produce.

A "person" is defined to include partnerships and corporations as well as individuals.

The term "broker" includes those classes as "commission merchants" under the Revenue Act of 1914.

This special broker's tax paid by a firm or a corporation as "brokers" covers all individual members of a firm or officers of a corporation so long as such members trade solely for the benefit of their own firm or corporation. If, however, an individual member of a firm or corporation does trading for others, on his own personal account as a broker and not for the account of his own firm or corporation, such member becomes liable to the special broker's tax.

The broker's initial tax is \$50, with an additional tax for a broker who is a member of any produce exchange, board of trade or similar organization where produce is sold. The amount of this additional tax is arrived at by computing the average value of an exchange membership during the period from June 30, 1917, to June 30, 1918, and if not more than \$5,000, the

additional sum is \$100 for the year 1919. Such average value of a membership on this exchange was less than \$5,000. Therefore, the additional tax for a member broker to pay before June 1 is \$50 for the six months from Jan. 1, 1919, to July 1, 1919, together with six months proportion of the initial tax of \$50, or a total payment of \$75.

Any individual, firm or corporation who paid during 1918 under the old law the tax as a security broker has a credit of \$15 on account of six months proportion of that payment, and the net amount to pay in such cases is reduced from \$75 to \$60.

Salaried employees who confine all of their operations conferred by the privilege of membership, solely to their employers, are not required to pay this special broker's tax.

Salaried employees who become brokers on June 1, 1919, through the operation of the rule recently enacted, will be subject to this tax on and after such date. They will pay in lieu of \$75 for the six months, \$12.50 for the month of June.

If a broker owns a membership on more than one Exchange, the initial broker's tax of \$50 covers all Exchanges, and the additional tax that is required to be paid is the sum of the taxes upon the value of each membership so held.

Correspondents who solicit business and participate in the earnings arising out of their memberships are subject to the tax in the identical manner with those operating directly on the floor of the Exchange.

Branch offices acting solely as a convenience for the solicitation and transmission of orders to be executed on the Exchange by the main office are not subject to the tax.

Members holding the privilege of membership only in order to participate in members' rates for their own particular business, as individuals, partnerships or corporations, are not subject to the tax.

Individual traders on the floor of the Exchange are exempt so long as they do not negotiate any business for others.

In conclusion, it is the opinion of the authorities in Washington that this is strictly a broker's tax and not a tax on memberships in general, and a broker is clearly defined as one who negotiates purchases or sales for others.

Returns should be made on Form No. 11 of the Internal Revenue Dept.

Broker Not Liable for Freight Charges.

Brokers handling grain in transit will be pleased to learn that the United States Circuit Court of Appeals has recently decided that if their ownership ends before delivery of the shipment to the purchaser they are under no obligations to pay freight charges.

Wallingford Bros., of Wichita, Kan., plaintiffs in error, had contracted for a large amount of corn from the Farmers Elevator Co. at Green Mountain, Iowa. No particular corn had been purchased but only corn of a certain description. This particular car, with intent that it should constitute part of the purchase, the elevator company shipped to Cedarvale, Kan., under a shipper's order B/L, with the notation: "Notify Wallingford Bros." Before this shipment the plaintiffs in error had sold a quantity of corn to L. C. Adam Mercantile Co. of Cedarvale. The elevator company drew for the sale price of the corn upon the plaintiffs in error, attaching to that draft the B/L. Wallingford Bros. met this draft, receiving the B/L, and very shortly afterward attached it to a similar draft against the mercantile company. This draft in turn was paid, the mercantile company received the B/L, and upon the arrival of the car of corn at Cedarvale, Kan., surrendered the bill and received the shipment.

The Missouri Pacific Railroad Co. brought suit to recover an inadvertent undercharge. The Court held:

It is true, as claimed by plaintiffs in error, that they were not nominal parties to the contract of shipment. However, defendant in error insists that they were the real owners of the corn at the time the corn was shipped and the shipment contract made, and also were such when the shipment was delivered; that the elevator company was their agent in making the contract of shipment, and the mercantile company in the receipt of the corn; that they are liable as undisclosed shippers, or as consignee taking delivery, or as owner of the shipment. In our judgment they were not undisclosed shippers (consignors), nor undisclosed consignees taking delivery, nor owners at the time either of the shipment or of the delivery. Their sole connection with the shipment was that they owned it for the brief period between the payment by them of the draft with B/L attached and the payment to them of a similar draft by the mercantile company. This ownership began and ended while the shipment was in transit. Only during that period had they any manner of control over the shipment. At any other time their wishes regarding the shipment could have been ignored by the railway, and they could have been treated by it as strangers to the shipment. Does such a brief ownership while the shipment is in transit give rise to any obligation to pay the charges after delivery?

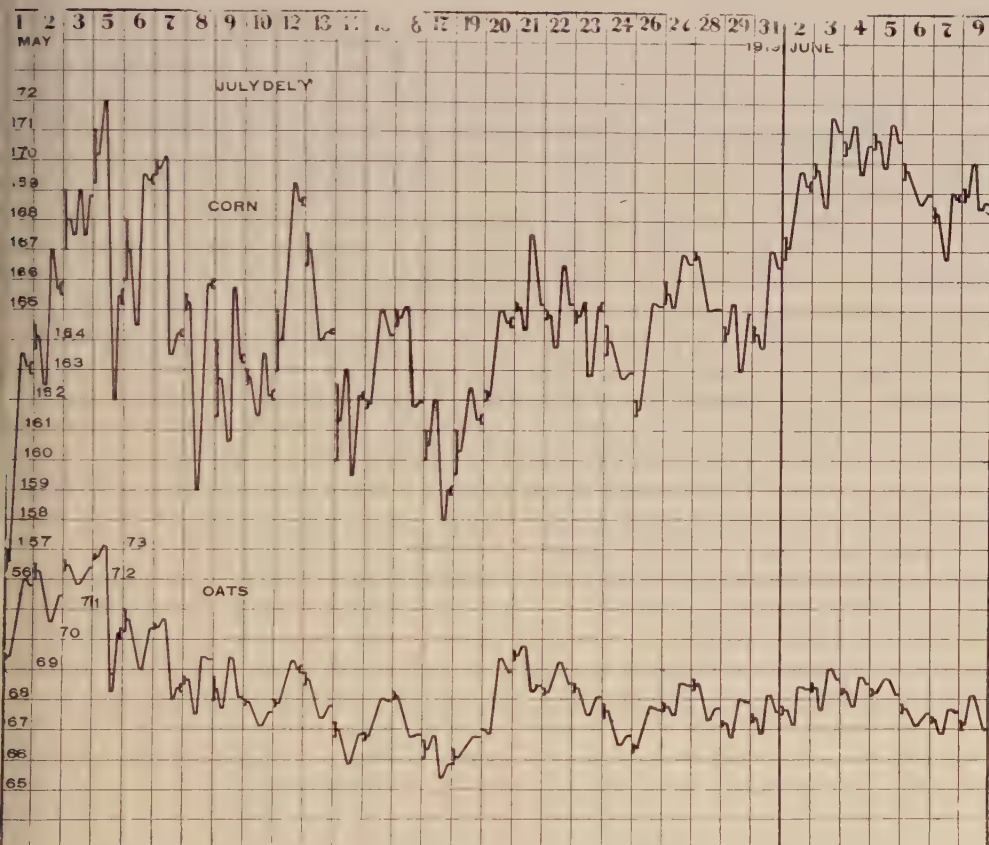
Such an obligation must be contractual. No express contract here involved carries such duty. There seems no reason for the law to raise such by implication. It is common knowledge that some commodities, particularly grain, are sold several times while in transit. It would be startling and upsetting to dealers in such commodities to ascertain that a fleeting temporary ownership of the grain in transit had cast upon each owner a liability, which endured long after such ownership, to the railway to pay the freight charges.

It certainly is not necessary to extend the field for the protection of the carrier. To do so would interfere with the present orderly business methods worked out by practical men and generally employed in a very large and important trade. In our judgment there is no basis for any implied contract based upon such transitory ownership.

The judgment of the Kansas District Court in favor of the railroad company was reversed, and judgment rendered in favor of Wallingford Bros. on appeal.—255 Fed. Rep., 949.

TOTAL STOCK of wheat in country elevators. May 23, 2,505,000 bus. as against 2,230,000 bus. last year.

Opening, High, Low and Close at Chicago Since May 1.



Daily Closing Prices.

The daily closing prices for oats and corn for July delivery at the following markets for the past two weeks have been as follows:

| | May 26 | May 27 | May 28 | May 29 | May 31 | June 2 | June 3 | June 4 | June 5 | June 6 | June 7 | June 9 |
|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Chicago | 67½ | 68½ | 67½ | 67½ | 67½ | 68½ | 68½ | 68½ | 68½ | 67½ | 67½ | 67 |
| Minneapolis | 65¼ | 66½ | 65½ | 65½ | 65½ | 66 | 66½ | 66½ | 66½ | 65 | 65 | 64½ |
| St. Louis | 67½ | 68¼ | 68 | 68 | 67¼ | 68½ | 69 | 69 | 68½ | 68 | 67½ | 67½ |
| Kansas City | 66½ | 67½ | 66½ | 67½ | 67½ | 68 | 68½ | 68 | 67¼ | 66½ | 67½ | 66½ |
| Milwaukee | 67½ | 68½ | 67½ | 67½ | 65½ | 68½ | 68½ | 68½ | 68½ | 67½ | 67½ | 67 |
| Winnipeg | 76 | 76½ | 76 | 76½ | 76 | 76 | 73½ | 73½ | 77½ | 77½ | 77½ | 77 |

JULY CORN.

| | May 26 | May 27 | May 28 | May 29 | May 31 | June 2 | June 3 | June 4 | June 5 | June 6 | June 7 | June 9 |
|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Chicago | 165½ | 166½ | 165 | 164½ | 166½ | 169½ | 171 | 170½ | 170½ | 168½ | 168½ | 168½ |
| St. Louis | 169 | 170 | 169½ | 168½ | 169½ | 171½ | 173 | 172½ | 173 | 172 | 172 | 172½ |
| Kansas City | 167½ | 168½ | 166½ | 165½ | 167½ | 169½ | 171 | 170½ | 170½ | 169½ | 169½ | 169½ |
| Milwaukee | 165 | 166½ | 165½ | 165 | 166½ | 169½ | 171½ | 170½ | 170½ | 169 | 169 | 168½ |

The Wichita Board of Trade "At Home"

The Mid-Summer at Home of the Wichita Board of Trade, their first in three years, was held June 5 and 6 in the Wichita Exchange Hall of the Board of Trade.

The first session was called to order by S. P. Wallingford, President of the Wichita Board at 10 o'clock Thursday morning.

Mayor L. W. Clapp of Wichita delivered the address of welcome to the grain men. During his talk he reviewed, to some extent, the natural resources and advantages of Wichita. He told how many years ago the Commercial club had planned to build a public grain elevator, and how the railroad people when asked for co-operation, had said: "You can't build a Grain Elevator and establish a grain business in Wichita, because the Grain business has already been located in Kansas City and the Railroads expect to haul there. You can build, but an idle elevator in a city is a loss."

"The Wichita men were naturally discouraged at this," he continued, "but in 1900 the grain business promoters, again became active, and thanks to them, we now have a real public elevator of great capacity and a real grain business in spite of predictions to the contrary."

Mayor Clapp concluded his talk by saying that the soil of the territory tributary to the city has not yielded in the past anything like its real capacity.

Mr. Wallingford welcomed the assembled grain men on behalf of the Board of Trade.

W. M. Randels, Enid, Okla., and President of Oklahoma Grain Dealers Ass'n, responded to the welcome given the men from his state as well as Kansas and expressed the belief that all who had attended a previous Wichita meeting would expect a good program.

D. F. Piazzek Speaks.

Mr. Piazzek of Kansas City, Vice Pres. of the Food Administration Grain Corp., followed: Mayor Clapp has touched somewhat upon the rivalry of the Wichita and Kansas City markets. I believe there is a function for both, with no cause for rivalry whatever. The Wichita market was started on sound principles—storage capacity. That is the real foundation for a market and a market is basically important as far as it has storage facilities. Wichita has laid the foundation for a real market by building storage, and by the way we expect to use those facilities this year.

From this point Mr. Piazzek told some of the tentative plans for handling the 1919 wheat crop, giving practically the same information contained in the tentative plan given out by Mr. Barnes recently and which appears in detail elsewhere in this number.

He quoted some of Mr. Hoover's statements on the wheat requirements of European nations this year, fixing the amount required from outside at 700,000,000 bus. of which the United States will be expected to supply 500,000,000.

At the conclusion of his talk Mr. Piazzek offered to answer any questions regarding the probable handling plan, emphasizing the fact that it was entirely his private opinion and a matter to be finally settled by Julius H. Barnes, Wheat Director, at the June 13 grain trade conference.

General discussion followed.

D. E. Sheldon: Will there be a basic price set for grades below No. 3?

Mr. Piazzek: That will be decided within 10 days.

Mr. Sheldon: Will the government handle grades below No. 3?

Mr. Piazzek: Yes, we did that last year.

A Dealer: If the world's market price drops below \$2.26, how are the elevator men to be reimbursed?

Mr. Piazzek: The U. S. Wheat Corp'tn will stand ready to buy at the basic price.

A Dealer: Will gulf port basis be raised?

Mr. Piazzek: I cannot say, but personally, I am not in favor of such an increase, for it would work hardships on this part of the country. I doubt if such a change will be made.

Crop Prospects.

Mr. Wallingford led an informal discussion of crop prospects calling on dealers to report on their sections.

Mr. Burlie, Anthony, Kans.: Crops good, no lodging.

G. M. Cassity, Tonkawa, Okla.: Prospects good, will start to cut wheat at 10 o'clock next Thursday.

Amused, the Chairman asked Mr. Cassity what date and hour threshing would commence. Cassity claimed he knew.

Wm. M. Hutchinson, Hutchinson: Excellent prospects, yield should be around 30 bus. per acre, from present appearance.

A Dealer: We never had such glorious prospects.

On the whole, conditions were reported way above normal and no damage or rust mention as a result of heavy rains of past week.

The doings of the Ancient and Mysterious Order of Niargs planned for the afternoon were announced.

Adjourned for luncheon.

Thursday Afternoon Session.

Meeting was called to order by S. P. Wallingford, who introduced E. P. Zimmerman, Field Secretary, Kansas Anti-Bolshevik Campaign, Lindsburg, Kans.

An enthusiastic reception was given Mr. Zimmerman. Many of those present had heard him speak at the Kansas Grain Dealers Ass'n meeting in Hutchinson, the week previous, and knew the information he had to deliver was both interesting and startling as well as a matter of deep concern to every grain man. Mr. Zimmerman delivered the talk to be found in the report of the Hutchinson meeting in this issue.

After the talk on Bolshevism, E. A. Peterson, Editor of the Wichita Beacon and an active Bolshevism fighter, read a few paragraphs to substantiate the speaker before him.

All present were aroused to the overhanging menace to state and country, and G. M. Cassity immediately moved that a committee be appointed to draft a resolution to urge early and stringent action in the passage of the Overman Criminal Syndicalism Bill and to urge the education of the general public in the activities of the I. W. W. Non-Partisan League, radical Socialists and revolutionary radicals threatening material welfare of honorable and law-abiding citizens.

The committee duly appointed by President Wallingford follows: G. M. Cassity, Tonkawa, Okla.; C. W. Truby, Anthony, Kans.; L. H. Powell, F. A. Amsden and D. E. Dunne of Wichita, Kans.

Adjourned.

Niarg's Make Goats of 126 Lambs.

At 3 o'clock the visitors were taken for an auto ride about the city, stopping at the Mid-Continent Tire Mfg. Co., home of Midco Tires, where Mr. Wallingford, a member of the "Midco" company, showed the grain men another industry.

Taking to the autos again the guests were

driven to the Riverside Shrine Club where the Niargs were to hold their initiation after a luncheon had been served. The weather permitted the lunch to be served out-of-door. It was sort of a buffet, cafeteria, one-a-lunch, and lawn fete combined, but enjoyable and satisfying as evidenced by the many turns for "seconds."

Next, the 126 proposed members to the great secret society, the greatest the grain trade ever knew, The Niargs, were herded into a 10x10 room and asked to make themselves comfortable. What happened after that is a deep, dark secret, known only to the brother Niargs. Although the writer was among those "herded," he can divulge no secrets, it is sufficient to say that during the course of the initiation, lambs, ramshams, water, fire and air were brought into play in many ingenious ways, and it is said that cries of pain could be heard by the night watchman at the Board of Trade, ten miles away.

In the evening the festivities and entertainment continued, a dance being held at the Riverside club for such as felt like dancing after a very full day.

Every Niarg, and especially those who obtained to the station of Goat at this meeting will welcome the return of next year's dance for the annual gathering, when, once more the cry is heard:

Ba, Ba, says Chief Ram;
Come, Come, Little Lamb,
In your Snowy White Coat.
You'll enjoy the change to a Goat!

Friday Morning Session.

This session was called to order by Mr. Wallingford at 10:23 a. m., and an address on the inspection of grain prepared by R. J. Jarboe, federal grain supervisor at Wichita was read by Mr. Dunmire. Mr. Jarboe himself was unable to attend because of illness.

In his paper Mr. Jarboe compared the inspection of grain and the supervision of inspection to judicial procedure, outlining the methods followed by the inspector and showing his work to be in effect an examination of a "witness" known as a sample of grain for the purpose of obtaining from the "witness" true answers to certain questions propounded. The inspection of grain, he said, has been placed upon the same high plane occupied by the inspection and testing of flour by the cereal chemist and the assaying of ore by the assayer.

To interior elevator operators he issued a plea for assistance thru better and more uniform sampling and by leaving enough space in the car to permit proper sampling. The details of the determination of the various factors was explained, and to show how easy it is to misjudge one of these factors, he cited the case of the inspection of one sample of the presence of a farmer and an elevator operator. The farmer guessed the rye content to be about 3/4 of 1%, the elevator man said he thought it to be 1%, while on analysis it was found to be 3.7%.

At the conclusion of the reading by Mr. Dunmire, Mr. Wallingford warned the dealers against loading their cars too full, saying that the supervisor has told them not to do so.

F. N. Strohl, Isabel, Kan.: Our railroad agent has insisted that we load cars to the full capacity. If we do this some cars cannot be sampled. Also, in loading direct from the dump, as we sometimes must do, it is difficult to make the load uniform. I would like to ask how the dealers here test wheat. I follow the practice of sinking the tester kettle in the wheat, filling it more than full, and stroking it with the beam. Is that right?

A Dealer: The light wheat always comes to the top of a load and before sinking the tester in the wheat a hole should be dug in to get below the light grain on the surface. It should then be stroked with three zig-zag motions of the beam.

Mr. Strohl: One of our greatest troubles I believe, is in over-testing wheat. Do most dealers in filling the kettle simply rake the

wheat into it or hold it above and let it fall? Holding the grain above the top of the kettle may make a difference of a pound in the test weight.

It was pointed out by several that the reference in the regulations to the placing of the opening in the funnel 2" above the tester kettle applies only when a funnel is used for filling the kettle and that the opening in the funnel should be of the prescribed diameter, 1 3/4".

Cost of Handling Wheat.

Thad Hoffman, Wichita, spoke next on "The Cost per Bushel to Handle Grain Thru Country Elevators." He said that at the meeting in New York last year, where this subject came up, he was laughed at when he said it would cost 6 1/4c to 6 1/2c per bushel to handle grain, while accurate estimates made recently show the cost to run from 6c to 12c.

Mr. Hoffman read from a statement of the experience of the Kansas Flour Mills Co. in operating 52 elevators from June 1, 1918, to Dec. 1, 1918, during which time these elevators handled approximately 1,652,000 bus. of wheat. He had subdivided the various classes of expenses, and the average for the 52 elevators was as follows:

| | |
|--|---------------|
| Salary expense, outside of office salaries | 1.45c per bu. |
| Coal bills, etc. | .29c per bu. |
| Fuel, etc. | .07c per bu. |
| Maintenance | .31c per bu. |

| | |
|--|---------------|
| Total of these items | 2.12c per bu. |
| Leases, rents, storage, insurance, taxes, etc. | .82c per bu. |
| Office, telephone, telegraph, etc. | .87c per bu. |
| General office, freight, commission, inspection, weighing, etc. | 2.35c per bu. |
| Interest on investment and depreciation at 5% | .86c per bu. |
| Shrinkage, .42 of 1%, about | 1.50c per bu. |

| | |
|---|---------------|
| Total of these items | 8.52c per bu. |
| Adding loss account loss in grades, about | 2.00c per bu. |

Grand total10.52c per bu.

Following this, Mr. Hoffman pointed out the necessity for each elevator owner to charge a salary for himself against the business, interest on his investment, maintenance expenses, depreciation, and to account for his losses in grades. He made the statement that the dealer who does not receive a gross margin of 10c this year will lose money.

Mr. Hoffman also quoted the figures sent out by C. B. Riley, sec'y of the Indiana Grain Dealers Ass'n, showing that the average cost for handling grain at 73 Indiana elevators was 8.33c per bu. He said, too, that to continue the statement of the experience of the Kansas Flour Mills Co. from Dec. 1 to date would show the cost to run much higher than figures he has submitted for the reason that little grain was handled during the time.

A gentleman in the audience who said he has been until recently in the Internal Revenue Service stated that depreciation of even more than 5% will be allowed in computing income taxes, but that interest on the investment cannot be deducted.

Mr. Hoffman called attention to a new item of expense which must be figured, namely, the war tax on freight, and said that this will be greater on those shipments going to points carrying high freight rates.

L. H. Powell, who had taken the chair, called Wm. Murphy, of Kansas City, to the floor, and Mr. Murphy told some humorous stories in the negro and Swedish dialect in his capable manner.

Mr. Powell spoke briefly on dockage, especially as relates to the presence in wheat or oats, and said that the prevalence in many Kansas wheat fields of volunteer oats will make it necessary for dealers to use their screens this year or their cost of handling will be greatly increased.

A dealer from the country said that one thing which terminal market receivers can do to help shippers is to return account sales promptly. He cited as a case in point one car which he shipped in August which was unloaded at an eastern point in September

and on which he received account sales in May. He said that he does not know whether he can collect a claim on this car from the railroad company, altho the grain was transferred in transit.

Adjourned for luncheon.

Friday Afternoon Session.

This, the last session, was called to order at 2:06, and the resolution on Bolshevism framed by the com'te consisting of F. A. Amsden, Wichita; L. H. Powell, Wichita; G. M. Cassity, Tonkawa, Okla.; D. E. Dunne, Wichita; and C. W. Truby, Anthony, Kan., was unanimously adopted. It follows:

Combat Bolshevism.

Whereas, The peril of Bolshevism, as manifested by the I. W. W., Nonpartisan League, radical socialists and revolutionary radicals, is not only threatening the material welfare of law-abiding and honorable citizens, but the safety of the nation, and

Whereas, Much of this propaganda comes in ingenious and appealing forms which are successful in deceiving the unwary with plausible claims and promises. Therefore be it

Resolved, That we feel the necessity of protecting the welfare of American citizens and of educating public opinion so that it may detect harmful propaganda, by suitable legislation, be it further

Resolved, That we urge early and stringent action in the passage of the Overman Criminal Syndicalism Bill and other legislation which may apply. And be it further

Resolved, That we recommend greater vigilance on the part of the general public, and appeal for support for any movement whose purpose is to counteract this harmful propaganda, and suggest that other trade organizations give the matter careful consideration. Further be it

Resolved, That we extend our thanks and appreciation to P. E. Zimmerman for his patriotic and unselfish work in combatting Bolshevism in Kansas, and pledge him our moral support.—Wichita Board of Trade, Grain Dealers' Association of Kansas and Oklahoma Farmers' Union, and citizens of Wichita.

The good work of Julius Barnes and D. F. Piazzek in handling the grain situation the past year was endorsed, also by resolution.

Mr. Wallingford asked to have introduced a resolution "commending Julius Barnes and Mr. Piazzek for their excellent work in handling the wheat situation." Upon motion by Mr. Powell the chairman was instructed to appoint a com'te to draft a resolution along these lines, also expressing confidence in the ability of Mr. Barnes and his associates to handle wheat under the new arrangements to become effective July 1. As members of this com'te Mr. Wallingford appointed C. A. Baldwin, Wichita; Mr. Berry, Bluff City, Kan.; and R. B. Waltermire, Wichita.

An address on "Wichita" and other matters was delivered by W. E. Holmes, sec'y of the Wichita Chamber of Commerce. Mr. Holmes had formerly served in similar capacities in Cedar Rapids, Ia., and in Sioux City, Ia. He said that the people of Kansas and Oklahoma do not know how fortunately they are situated, especially as this is applied to social and industrial conditions. Wichita, he said, is about the 95th city of the United States in point of population but the 42nd city in point of bank clearings, much of this prestige being due to grain traffic.

Touching upon the I. W. W., Bolshevism and the Non Partisan League, the speaker said that all that Mr. Zimmerman said the previous day, and even more, is true; and that in his opinion we can afford to do anything and to spend any amount of time, money and effort to keep the thing out of Oklahoma and Kansas.

Mr. Powell planned to leave in the evening for New York to attend the conference with Mr. Barnes to consider the plan for handling the 1919 wheat crop, and he spoke to the dealers regarding this matter.

First he took up the proposal to advance the basic price at Galveston and New Orleans and asked for a vote of the dealers present as to favoring or opposing the establishment of this advance. Of those who voted, 2 expressed themselves as favoring it and 13 favored leaving it as it is now.

He next asked the opinion of those present on the proposition to allow country elevators a storage charge under certain conditions. Most of the dealers appeared to favor this proposition, there being no actual expression of a different opinion.

In answer to Mr. Powell's questions regarding the permit system and embargoes there developed some discussion that was varied in its nature, but the consensus of opinion was that, while a permit system of the right kind, properly administered, might be preferable to the embargo system, a permit system like that of last year would not meet with approval.

Mr. Murphy probably expressed the idea of every one when he said that if a permit system is adopted it should be simplified and made as flexible and easily workable as possible.

Convention Notes.

Chicago receivers were represented by W. H. Cowles, of the Quaker Oats Co.

Undoubtedly the dealer who came the greatest distance to the meeting was Ray S. Drake, of Calgary, Alberta, Canada.

Hutchinson, Kan., dealers in attendance included Leonard Ayres, H. W. Hutchinson, chief inspector, W. C. Van Horn, Gus Oswald, and H. L. Stover.

From Enid, Okla., came J. H. Shaw, Ben G. Feuquay, T. Conner Cones, J. T. Langford, and Wm. Randels, pres. of the Okla. Grain Dealers Ass'n.

Oklahoma City was represented by C. W. Bleuler, Fritz Straughn, C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n, and Jerome V. Topping, sec'y of the Oklahoma City Grain Exchange.

Insurance, bag supply and machinery men included F. S. Rexford, of the Grain Dealers Fire Ins. Co.; A. G. Click of the Richardson Scale Co.; Warren Myes, of the White Star Co.; Adolph Mayer, and C. L. Trapp, of the Trapp-Gohr-Donovan Co.

When the last session adjourned Friday afternoon the visitors were taken as the guests of the Wichita Board of Trade to the Western League Base Ball Park to witness a game of the national sport between the Wichita and Joplin teams of the Western League.

Kansas City receivers were represented by Wm. Murphy; John Rawlins; S. J. Owens, of the Twidale-Wright Grain Co.; Allen Logan and J. E. Liggett; R. Y. Smith, D. F. Hunter and W. C. Fuller, of the Addison Grain Co.; Frank Barrett; J. F. Leahy, of the Frank B. Clay Grain Co.; P. B. Harper, Ed Welch; Major Moberly and M. B. Sharp, of the Moore Seaver Grain Co.; Chas. W. Avery, T. A. Dunaway and E. M. Black, of the Thresher Fuller Grain Co.; L. A. Fuller; M. Hicks; J. Nevling; L. K. McKinney; C. Cooper; and C. E. Stewart, of the Ernst-Davis Com'isn Co.

Oklahoma shippers who came were A. G. Alford, Thomas; O. W. Croxton, Lambert; G. W. Clark, Capron; G. M. Cassity, Tonkawa; O. C. Edsall, Wakita; H. M. Fulkerson, Carmen; O. W. Hutchinson, Shattuck; Geo. Ingram, Salt Fork; C. T. James, Gage; James McIntyre, Jefferson; S. A. McCrady, Nobscot; E. B. McNeill, Thomas; G. C. Rhodes, Kremlin; Charles Ramsey, Lahoma; Oscar Robinson, Gage; J. Robertson, Gage; G. W. Raymer, Tonkawa; C. H. Stevens, Jet; E. E. Watson, Capron.

Kansas shippers in attendance included L. A. Adler, Goddard; J. M. Alexander, Mayfield; Chas. Burilie, Anthony; L. A. Coons, Trousdale; A. G. Congdon, Bushnora; Geo. Clark, Valley Center; O. E. Case, Viola; I. B. Carr, Coffeyville; E. H. Evans, Canton; August Ebel, Hillsboro; K. G. and Herbert Ehrlich, Marion; J. F. Fisher, Kiowa; W. C. French, Mt. Hope; J. A. Fisher, Haven; Jno. S. Fay, Belle Plaine; J. D. Frisbie, Pratt; C. W. French, Stafford; A. T. Harris, Winfield; C. R. Howard, Mt. Hope; W. H. Hines, Peabody; G. E. Heald, Sedgwick; R. W. Hurt, Mound Ridge; O. T. Haun, Free-

port; E. A. Jones, Anthony; B. F. Kelsey, Oxford; J. E. Kirk, Garden City; J. L. Keppler, Garden Plain; J. S. Knoblauch, Goddard; J. A. Lyons, Langdon; E. O. Lamont, Haven; C. W. Lewis, Hardtner; A. J. Moore, Caldwell; H. S. McFarland, Hackney; W. M. McClellan, Calista; Luther Martin, Harper; Chas. Philpot, Trousdale; H. W. Plush, Belmont; C. E. Powell, Eldorado; Steve Roach, Englewood; J. K. Richardson, Kiowa; L. S. Sheets, Goddard; H. A. Stuart, Turon; E. B. Schmitt, Pretty Prairie; F. N. Strohl, Isabel; Newton Shoup, Mulvane; J. H. Shriver, Coats; E. R. Walker, Moline; A. S. Wentz, Leon; A. E. Wooldridge, Brown Spur; I. G. Wilson, Canton.

Ohio Dealers to Hold Big Meeting.

Uncle Joe McCord has sent out a rousing invitation and reminder to all grain dealers to attend the 40th annual meeting of the Ohio Grain Dealers Ass'n at the Hotel Statler, Cleveland, O., June 18 and 19.

Beginning 9:30 a. m., Wednesday, the officers will want assistance and encouragement from every mother's son engaged in the grain business.

Mr. McCord writes.

"Our program will be full and complete, right up to the minute, sharp, keen and snappy with many surprises for you including a Fellowship Dinner.

"This is our first visit as an Ass'n to the Beautiful City of Cleveland and may it be so pleasant, so full of enthusiasm and success that we may each, and all of us say, 'it was good to be there.'"

"The Host and Hostess, the Cleveland Boys and Girls, are on the entertainment job heart and soul for the pleasure of ourselves, our wives, our children and our sweethearts; they will be sorely disappointed if the attendance falls under Three Hundred.

Bring your Hymn Book with you, we are going to sing as we never sang before; Billy Cummings will preside at the piano, Vice President Cook will saw on the fiddle, and Fred (Woodrow Wilson) Mayer will direct the Grand Chorus in which you will be a big part. Tune up; meet us at the Statler."

THE ADVANCE in commission rates by the Chicago Board of Trade is said to have resulted in the diversion of some business to the Kansas City market; also the cost of spreading has tended to restrict trade at both points.

The Non-Partisan League.

[Continued from Page 981.]

must collect them without charge, failing to do so they are guilty of a misdemeanor. In case the borrower from the Bank of North Dakota is a farmer and has a crop failure, no interest can be collected until a good crop is raised. Very convenient for the borrower if not exactly sound financially.

This law further provides that the Industrial Commission shall fix charges to be made by the Bank of North Dakota for services rendered other banks.

It also authorized the issuance of ten million bonds to empower the bank of North Dakota to loan money to farmers on long time, from ten to thirty years, at interest not over six per cent.

It also authorized the Bank of North Dakota to buy the bonds of the North Dakota Mill & Elevator Ass'n to the amount of \$50,000,000.

State Inspection: One law was passed that is of much importance to the grain men of the state. It provides for a state inspection department presided over by a state inspector, rules for inspection of all kinds of grain and seeds are to be promulgated by the state and all dealers within the state must use them in buying and selling grain. It further provides that no man, be he proprietor or employee, shall buy grain of the producer without first taking out a state license, which will cost him ten dollars. Each buyer must have this license and they must be renewed June first of each year and pay the same fee each time it is renewed. I imagine that would be some revenue getter in Kansas and yet some of us object to paying five to ten dollars a year as dues in our state Grain Dealers Ass'ns.

This law also provided that the commission shall fix the buying price of commodities bought and the selling price of same, plus salaries, insurance, repairs, depreciation, overhead expenses, and build up a surplus to take care of unlooked for losses. I wonder how many country grain shippers realized more than this in handling the 1918 wheat crop.

This law also provided that track buyers of grain, hay, seeds, etc., whether for himself or others, must have a license and pay an annual fee of ten dollars each for same.

There is one thing that Townley and his party did that others might profit by and that is they made a conscientious effort to enact into law every measure promised in their platform and in fact did pass all of them practically in accord with their pre-election promises. Among them are the following: A tax law providing that all improvements on farm lands are to be appraised at five per cent of their value for taxing purposes, while all other property, such as banks, railroads, telegraph, etc., must be assessed at thirty per cent of their true value.

You will note the farmers are assessed very lightly, in fact the appraisal of all personal property is low compared to what is regarded fair in most states. To make it all the easier for farmers, he is exempt one thousand dollars

for farming tools and a mechanic is exempt three hundred dollars. The plain purpose is to assess all taxes possible on land following the single tax idea of Henry George and other single taxers.

To prove that Townley expects eventually to enlist under his banner laboring men and labor organizations, is his sop to them in having a law passed prohibiting any court of North Dakota from issuing an injunction against a labor organization.

The State Industrial Commission is empowered to engage in any business, such as elevator building, both terminal and country elevators, flour mills, stores of all kinds, manufacturing or handling farm implements, electric light plants, cold storage, packing and other industries of like character, and issue and sell bonds for sufficient amount to promote these enterprises with the proviso that the state banks may invest its capital which has been produced by taxing the wealth and industry of the state in these securities of uncertain value. To finance the terminal elevators and flour mills alone a bond issue of \$17,000,000 is authorized.

An act was passed to empower the state to develop its vast lignite fields and a bond issue of \$10,000,000 voted for this purpose, and so on. Numerous other laws of doubtful propriety, those named were enacted, such as hail storm insurance, to empower the state to write hail storm insurance on growing grain, a home getting law, the purpose of which is to loan the farmers money at low interest on long time, so that they may erect a home on their farms to the value of \$10,000, or a working man may own a \$5,000 home in a town or city, old age pensions for school teachers, etc.

A saving clause in the North Dakota constitution requires that laws enacted may or must be submitted to a referendum. That will take some time. The campaign is on, the opposition to Townley and his methods are waging a campaign of education and may secure the defeat of all or a majority of these laws. If they succeed, Townleyism will begin to wane and may die soon. But if he wins, the endorsement of the most important of these laws, then thing will spread and may become a factor in many of our states.

I have one purpose, and but one, in bringing this message to you. It is suggested by the fact that this North Dakota menace is now organizing or soon will begin organizing with a number of paid socialists in automobiles, driving over your fertile state, causing discord in your peaceful communities, arraiging farmers against his neighbor and friend, with a result, if successful, of turning your well managed state over to men of no experience in governmental affairs, with an ultimate loss to the state in every way and large additional burdens of taxation to pay.

We should do a little educating ourselves and impress upon our farmer friends this fact, that if it is right and proper that elevators, mills, stores, manufacturing of farm implements, banks, and all these things, are to be owned and operated by the state, what is to hinder and why should it not go farther and take over all business, hotels, groceries, stores, meat markets, peanut stands, and then the farmers themselves? This is the socialistic idea and the Utopia of which they dream. Then title to the soil shall pass to the state and farmers become tenants and not owners of farms.

If your farmers or any class of your people are oppressed and do not have a fair chance, you as grain men owe it to yourselves and neighbors to assist in righting these things at the very first opportunity. We, as individuals, if not as an organization, owe it to our states and nation, that we do take part in the governmental affairs of our country. Away forever with the idea that business men have no place in these things. Do not commit your imperative duty under our system of government to political hacks and socialistic dreamers.

If our country is to live, and it will, it will be for the reason that every man and woman voter does his full duty not only at the ballot box, but day by day and sees that his party platform is enacted into law and relegates to the rear that public servant who fails to do what he promised to do when asking for office.

I doubt that your great state, agricultural as it largely is, will be fooled by the arguments presented by the promoters from the North. This, the greatest wheat state in this mighty country of ours, having the second largest per capita wealth of all our states, has more automobiles per person, more pianos per family, has less than half the inmates in almshouses of any other state of like population. With a school system second to none, with less mortgages per acre on your farms than any other state, situated in the very center of our great boundless West with fertile fields and smiling hillsides, a people contented, happy and far more prosperous than any other section of our great country, will be swept off their feet and engage in an organization of socialistic experiments that will bring loss to your state and might bring wide spread calamity.

Executive Com'te and Officers Texas Grain Dealers Ass'n.



Seated, left to right: H. B. Dorsey, Ft. Worth, Sec'y Treas.; Ben E. Clement, Waco, Pres.
Standing, left to right: L. G. Belew, Pilot Point; Allen Early, Amarillo; John E. Bishop, Houston, 1st Vice Pres.; Douglas W. King, Ft. Worth.

Chicago Weighing Department Conference.

The weighing department of the Chicago Board of Trade has in years past made such a record for efficiency that its services have been invited by grain elevators and industries everywhere in Northeastern Illinois until its activities extend from Indiana on the east practically to the Wisconsin border on the North.

For the benefit of the weighmen stationed at these outlying and isolated points it is the good custom of the Chief, H. A. Foss, to hold a meeting of the employees of the Department to discuss subjects upon which the men desire information. One of these conferences was held at 7:30 p. m., Saturday, May 27, in the visitors' room of the Board of Trade, among those present being Mr. Foss, J. A. Schmitz, assistant Board of Trade Weighmaster; J. L. East, superintendent of freight service of the Illinois Central Railroad; F. C. Maegly, assistant general freight agent of the Santa Fe; Ed. Andrew of the Weighing and Custodian Com'te of the Board of Trade and G. W. Jeffries, in charge of estimating grain for the weighing department. Nearly 100 of the employees took a keen interest in the proceedings.

Sergeant Stewart Watts was the first speaker called by Mr. Foss. Sergeant Watts was the first of the force to go overseas, where he served in the artillery. All but three of the employees of the department have returned. Sergeant Watts was wounded. He told in a hesitating, boyish way of his experiences and said that on his return he was glad he was with the weighing department, because "I know where to hang my hat."

Mr. Foss delivered an inspiring address on "Efficiency." J. A. Schmitz spoke on the "Milwaukee Resolutions":

The Milwaukee Resolutions.

There are different kinds of resolutions: good resolutions, New Year's resolutions, wet or dry resolutions and Milwaukee resolutions. I am going to talk to you to-night on the Milwaukee resolutions.

These much talked of resolutions are the result of a joint conference with the com'te on Grain Weighing of the National Scalemen's Ass'n, of which Mr. Foss is chairman, and the Terminal Grain Weighmasters of the United States.

First: I would again impress upon each of you that these Milwaukee Resolutions were subscribed to by each and every terminal weighing department represented at that conference; hence these resolutions, insofar as they relate to Weighing Department practices, at once became a part of each Weighing Department's rules. And any failure to live up to the spirit of these resolutions is a violation of the regulations adopted for the guidance of, and accepted by, the Weighing Departments subscribing thereto. And, incidentally, let me say that each and all of the resolutions on which I shall place especial emphasis tonight are the following:

Resolution No. 8—"Is it as incumbent upon terminal grain weighing departments to inspect outbound cars as inbound cars? Resolved, It is."

It was easy for us to vote "Aye" on this resolution as Regulation No. 10, of the Regulations adopted for our guidance by the Directors of the Chicago Board of Trade, was already a part of our rules, reading, as you know, as follows:

"All cars that are to be loaded with grain shall be in suitable condition to carry such grain safely. In case cars are loaded that, in the judgment of the Weighmaster or his deputies, are not in proper condition to carry grain safely, the parties loading such cars shall at once be notified, and a statement of the condition of the car shall appear on the face of the certificate of weights issued for such cars."

Obviously, those shipping grain out of the Chicago market are entitled to the protection that is afforded them by an intelligent and

careful inspection of the cars that are tendered by the railroads for such shippers' use; and we would be remiss in our duty, especially in these times when the railroads are declining so many claims for shortage, did we fail to give that part of our work the attention its importance demands. It is plain then that the shippers of grain are depending upon us to protect their outbound loads insofar as a thorough inspection of the cars and the coöperation will insure protection.

Turn now to Resolution No. 10-B, relating to the regulations for the handling of grain to and from cars, as follows:

"Grain doors shall not be broken open before the arrival of a deputy from the Weighing Department."

This rule emphasizes the great importance of examining the slides in the unloading sinks, and the setting of unloading conveyors, if any, the turn spout at the head of the leg, if any, the garner and scale slides, and, also, the position of the signals up and downstairs, before allowing grain doors to be broken open. The reasons for these precautions are self evident.

Another paragraph of this Resolution No. 10-B reads as follows:

"All cars unloaded shall be thoroly swept." In connection with the enforcement of this rule, I want to say that any deputy, or district superintendent, who does not take cognizance of poorly swept cars is a "slacker" pure and simple.

Finally I will quote from Resolution No. 12 of the Milwaukee Resolutions, which defines standard weight supervision at terminal markets having duly authorized grain weighing departments such as ours, as follows:

"Therefore be it RESOLVED: That it is the sense of this meeting that Standard Weight Supervision shall be defined as follows:

(a) Supervision (direct) by impartial weighers receiving no remuneration whatsoever from the parties owning or operating the scales used in determining the supervised weights, or owners of the grain.

(b) Supervision sufficient to assure the intelligent inspection of all cars, inbound or outbound, and the delivery of all grain from car to scale, or from scale to car, as the case may be.

(c) Inspection of scales and equipment used to weigh and handle grain to and from cars.

(d) Comprehensive record of all activities.

(e) Supervision clothed with sufficient authority to enforce rules and regulations recognized to be essential in order properly to protect the weights of grain.

The Question Box.

Edward Fischer, chairman of the Question Box Com'te, read the following conundrums which had been propounded by the weighmen:

Question: How much variation between the ends of a track scale disclosed by end to end weighing, is sufficient to justify me in refusing to weigh for official weights?

Answer: Your question was referred to our Scale Department, who instructed us to answer that any amount greater than 50 lbs. would justify you in refusing to weigh.

Q. In one of the Boss' letters, he quoted somebody or other as saying: "It is quite a drain on everyone to be called upon to bear the losses arising from failure, properly, to select, cooper, weigh, load and inspect ears."

A. We thank you for bringing to our attention this fitting observation, and your com'te would lend emphasis to it at this time.

Q. Deputy custodians are asked to report who the shippers of various lots of grain are. This sometimes is difficult to do, and I would like to know why the information is wanted.

A. At custodian elevators, grain is handled for various parties and separate accounts are kept at the office. Therefore, in order to charge to and credit these separate accounts with the correct amounts, we must have the information regarding each separate shipment.

Q. When shipping screenings, we are asked from what kinds of grains the screenings were taken. The reason for this is not clear to me, nor is it clear to several other deputies to whom I have applied for information.

A. For the same reason given above. We desire to charge the shrinkage to the lot of grain on which it occurred.

Q. I am informed that some wisecrack wrote the "Boss" that "The Milwaukee Weighmasters' Resolutions, like all good resolutions, are commendatory only to the extent that they are

adhered to." Without intending to flourish, is this not true of all the instructions that have been read into our rules?

A. You bet your life. You never spoke truer words, Old Man. You are some "wise-acre" yourself.

Q. Said a gentleman intent on preventing all grain leakage from cars to-wit: "It would be exercising good judgment to allow the grain to lay over in the elevators until sound cars can be secured rather than load it into defective cars and subject it to waste."

A. "Beautiful Philosophy; now give us the cars—the 'sound' ones, we mean."

Q. The railroads frequently tender cars for grain loading, tagged "O. K. Grain," by railroad car inspectors, which are not fit. Now, the shippers want, and greatly need, cars, and hence these shippers, who are crying for cars sometimes want the cars passed on the ground that the railroads inspected, O. K.'d and tendered them. The Grain Door will not coöperate these unfit cars, even if they do bear the "O. K." tag. Under the circumstances, should we pass or reject such obviously unfit cars?

A. Under Regulation No. 10 of the Regulations adopted for our guidance by the Directors of the Board of Trade, such unfit cars must be rejected and record made of it should such unfit cars be loaded any way. In these times of world food shortage, it would be almost a crime to load cars such as you describe with bulk grain. On the other hand, during the scarcity of cars available for carrying bulk grain, and these times occur each and every year, cars are bound to be pressed into the bulk grain service that would not be used in times of car plenty. The definition of a suitable car for grain as submitted by the railroads to the grain trade, reads, in substance, that a suitable car is one that is, or can be made, grain tight by a reasonable amount of coöperation. But you and your com'te know that the word "Reasonable," as cartoonist Goldberg, of the Daily News, would say, doesn't mean anything. When both you and the car coöpers agree that a car is defective and not safe to load with grain, you need have no hesitancy in rejecting such a car, no matter how scarce cars may be.

Q. My experience prompts me to write our Information Box Com'te that all of us should have impressed on our minds the importance of keeping track of, and watching, the loading and unloading signals, which are the telephone between weigh floors and the loading and unloading track. And, also, the importance of checking the cars and the unloading legs, or loading spouts, with our book and track ticket records.

A. Your words of caution are excellent and timely. Such precautions are absolutely necessary to prevent and detect mix-ups and transpositions. We thank you for your suggestion.

Q. Once upon a time, the weighing department published a circular entitled "Helpful Hints for Wide Awake Weighmen." Why not entitle the Milwaukee Weighmasters' Resolutions: "Helpful Hints for Wide Awake Railroad Car Builders?"

A. A d—n' good suggestion. All in favor say "Aye." (Carried unanimously.)

Q. We often hear the terms "Scale variations," "natural shrinkage," and "Invisible loss" used. Just what do these terms mean?

A. That depends upon the viewpoint. Grain shippers say, "There ain't no such animal." The railroad claim agent uses these terms to explain the cause for all shortages in the weights of carload grain, and terminal weighmasters are too gosh darn busy to elucidate, and there you are.

Q. A grain man, in referring to one of my reports on a car that was short in weight, said it was stereotyped. What is a "Stereotyped report"?

A. A stereotyped report is one that does not clearly explain the cause of the shortage complained about, or one that does not attach a check in lieu of this explanation.

Q. The Milwaukee Resolutions provide for sealing turnheads, spouts, etc. Wouldn't it be more economical, just as effective, and more convenient, to use good quality locks, instead of seals?

A. No, it would not. Locks may be more convenient, and perhaps less wasteful, but they would not afford the positive protection obtained by consecutively numbered seals properly recorded.

Q. Sometimes boat crews refuse to apply extension spouts to the regulation shipping bin spouts with the result that the running grain is fanned by the wind, the amount of loss of weight resulting depending on the velocity of the wind. What shall I do in such cases?

A. First, take the matter up with the officer in charge of the boat. Second, if this fails to get results, telephone office at once for instructions.

Q. Which is the proper date to show on a leak blank, date inspected, or the day car is unloaded?

A. You should always note in your tally book the details concerning all leaks. Since the case you have cited occurs so infrequently, why not write a short note every time you find a car leaking prior to date of its unloading?

[Continued on page 996.]

Your Rate the Thermometer of Fire Hazards.

FROM AN ADDRESS BY ALLEN G. TINDOLPH.

Fire insurance rates on grain elevators may be likened to a thermometer, for they rise or fall according to the amount of heat hazards associated with your property.

A basic rate is applied to all classes of property of insurable nature. This basic rate embodies an equitable charge for the usual fire hazards of, say, a certain class of buildings. The basic rate furnishes the foundation for the makeup of a specific rate upon any specific building falling within a certain class of buildings of like construction and occupancy. Quite a number of circumstances may tend to increase or decrease the basic rate.

Occupancy and exposure have a telling effect upon all fire insurance basic rates. Certain types of power or machinery also add certain charges to the basic rate. Take, for example, your own elevator. Water-power adds no hazard and consequently no charge. Steam-power, properly installed, adds little or no charge, but improperly or carelessly installed, will result in heavy penalties. So is it true of electric or gasoline power. Attrition mills are considered dangerous, and, unless very carefully installed, increase the rate. This is true also of feed grinders and separators having fan suction.

Some one has asked: "Is it possible to reduce or remove these charges?" It is.

Your insurance rate, like a thermometer, foretells the possibilities of fire in and about your premises, just as the thermometer at home tells you how warm it is on the porch at noon. A business man in Portland once told me that he valued the lessons he had received by study of his fire insurance rate, more than he would dare estimate in dollars and cents. He was a progressive business man as his business would indicate. His plant was a model for cleanliness, inside and out. The entire plant was thoroughly equipped with the most modern fire fighting devices, and a competent night-watchman guarded the plant, whenever idle.

DID IT PAY? Well, my friend enjoys the lowest insurance rate of his class in Portland, notwithstanding some of the more recent plants erected since he started taking an interest in his rate thermometer. The savings in premiums, he says, more than paid for the investment, and he found that he had likewise increased the efficiency of his plant 100%, adding increased safety to his employees.

It is entirely possible that you may effect a reduction in the rate of your elevator, provided you follow this rule: Take advantage of every visit made to your premises by an insurance inspector. Ascertain the makeup of your insurance rate. Inquire about the means whereby certain charges can be eliminated or credits earned. You will be surprised at the world of valuable information you can secure, if you seek it.

THE FLOUR MILL and grain elevator mutuals have endeavored since their organization, first, to ascertain and eliminate the causes of fire, and second, to require ample protection that any fire which might occur would be extinguished with but slight loss. In their effort to ascertain and eliminate the causes of fire, they have investigated and endeavored to promote standard safeguards for all processes of grain handling and milling; they have investigated methods of power installation, illumination and heating; they have devised specifications and plans for the safe construction and arrangement of grain handling properties; and finally, they have tested and applied the most modern and approved apparatus for extinguishing fires. This work has been conducted by the Mutual Fire Prevention Bureau maintained by the several members of the flour mill mutual group. The services of the Bureau are free to all who solicit them.

Similar efforts, upon a larger scale, due to the general class of risks involved, have been

carried on by the stock companies, through what are known as the National Board of Underwriters, the Underwriters Laboratories, and the National Fire Protection Association. These bureaus serve all classes of industry, irrespective of location, ownership or size. They have accomplished untold benefits and have performed a service of inestimable value to the property owners of America, in their effort to combat fire.

When a mill owner or elevator operator applies for insurance in a flour mill or grain Mutual, that company sends its inspector to the risk to make a thorough survey and inspection. If the inspector finds any condition prohibited by the company, or any hazard capable of being eliminated, the matter is immediately brought to the attention of the owner or operator before the inspector leaves the premises. If, on the other hand, the plant measures up to all the requirements of the company, immediate orders for insurance may be taken by the inspector.

It is at this time that the owner can first take advantage of the inspector's experience and, by securing his suggestions and aid, effect safer operating and working conditions in and about the plant, and possibly decrease the rate on his plant.

The Mutual Fire Prevention Bureau has issued blueprints free to all owners of flour mills and grain elevators, who seek the betterment of their properties from a fire protection standpoint. The purpose of these blueprints is to correct common deficiencies in electric power wiring. Standardization of power wiring can result in a very material savings in rate to the owner. Some of these prints attempt to set forth the essential rules governing a Standard power installation, visually interpreting the mutual electric Code rules.

About the most hazardous piece of machinery in a grain elevator is the grain elevating machinery. The fault usually lies in the construction and in operating. All heads should be hopped to the down leg, to avoid the accumulation of trash and dust under the head pulley. Such accumulations have been known to force the head pulley out of alignment and thus cause friction when the pulley engages the head housing. Wooden pulleys should never be permitted in heads or boots for, as you know, the friction of wood against wood invariably causes fire. See that your shafts are always in alinement, and that they

do not ride on the collars of the head housing. Generous clear space, sealed over with tin leather, is far safer than a collar fitting snug around the shaft.

Keep your plants clean, and avoid anything that is apt to cause an open spark or flame anywhere within your plant.

Remember, the only persons who can prevent loss by fire are the owners or occupants of the premises. Upon them rests the responsibility for heavy loss in nearly every fire. That the insurance company can do is to pay the indemnity for loss which, in nine cases out of ten, is due to the lack of apparatus for preventing fire, or to the lack of care and order in the conduct of the work.

30,000-Bu. Concrete Elevator at Kankakee, Ill.

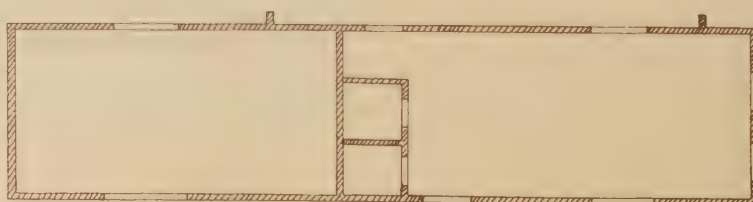
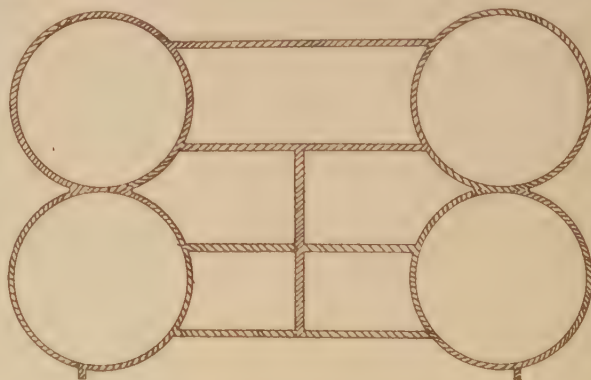
The drawings and photograph that are reproduced herewith show the bin arrangement and appearance of the reinforced concrete elevator recently erected at Kankakee, Ill., by the Kankakee Farmers Grain Co., for which Paul Thielen is mgr.

As shown by the floor plan, the main building consists of four circular concrete tanks connected by straight walls to enclose the interspace, and that this is in turn subdivided by other straight walls. This gives a total of 16 bins, 4 of which are cylindrical, and 4 of which are approximately rectangular altho somewhat irregular in shape on account of the joining of the round and straight walls. The remaining portion of the interspace is reserved for the operation of the steel manlift, and to house the elevator leg.

The leg has a steel casing, and it is fitted with a high speed belt which gives elevating capacity of 1,500 bus. per hour. Grain is distributed at the head thru a Hall Signaling Distributor. Other equipment includes Fairbanks Dump Scale serving the single dump, a Richardson Automatic Scale for weighing grain to cars, and a 7½-h. p. electric motor to operate the leg. As only a loading and storage business is done, the plant has no cleaning or conditioning machinery.

The house has a storage capacity of 35,000 bus., has electric light and power and is equipped with a steel manlift.

The main building is surmounted by a reinforced concrete cupola, in which is installed



Floor Plan of Concrete Elevator at Kankakee, Ill.

[See facing page.]

the head discharge and the distributor and distributing spouts. All roofs are of concrete. A reinforced concrete lean-to driveway adjoins the main building on the side opposite the track, and this is flanked by a concrete building used for office and warehouse purposes.

The plant was designed and its erection supervised by Miller, Holbrook, Warren & Co., and it was built by L. N. Cope & Son.

THE 1919 PRODUCTION of wheat in India is given at 278,023,200 bus. by the International Institute of Agriculture, Rome, Italy, which is 73.2% of the 1918 crop and 78.9% of the five year average, 1913-1917. In Spain, in the spring of 1919, 2,493,000 acres were sown to rye, 137.1% increase over last year; 11,318,000 acres to wheat, 110.6% compared with last year; and 5,728,000 acres to barley, 136.1% compare with last year. In Greece, 937,000 acres were sown to wheat this spring, 59,000 to rye, 299,000 to barley and 156,000 to oats. In India 23,416,000 acres were sown to wheat, this being 66% of last year. The condition for crops is given as good for Ireland, average for Germany and Italy, medium for Alsace and Luxemburg and bad for Greece.

A COM'ITE to secure the enactment of a seed law at the next session of the legislature was appointed at a recent meeting of Iowa seed dealers. Members of the com'ite are H. A. Johns, Sioux City, chairman; M. Kurtzweil, Des Moines; J. T. Hamilton, Cedar Rapids.

Contract to Handle Grain Thru Elevator.

That damages can be recovered for the violation of a contract by which an elevator is sold for \$5,000, and by which the purchaser agrees for a stipulated sum to weigh, dump, elevate and load into cars when requested any part of the seller's wheat raised on land owned by him, when the purchaser, without justifiable excuse, refuses to receive the wheat offered by the seller, is the opinion rendered in the Supreme Court of Kansas, in the action brot by Wm. Carlisle against the Farmers' Elevator & Business Ass'n, otherwise known as the Farmers' Union Co-operative Shipping & Business Ass'n.

The evidence showed that on June 19, 1915, Carlisle sold an elevator at Bogue to the Farmers' Co. for \$5,000, half of which was to be paid July 1, and the remainder August 1. By the terms of the contract the defendant agreed:

"To weigh, dump, elevate and load into cars when requested any part or all of the wheat, shelled corn, or other grains belonging to party of the first part, or to Oliver Munson and raised on land belonging to either of them and delivered at the elevator and second party also agrees to carefully clean out, prepare and repair for loading the cars into which the said grain is to be loaded so that no dirt shall remain in said cars and that all holes and places liable to leak grain shall be securely covered with burlap or lumber and also the side and openings or doorways in said cars shall be securely closed for at least twelve inches above the level of the grain when loaded, the doors furnished by the railroad company for this purpose being doubled and securely nailed and securely covered around the ends with burlap so that grain cannot leak out in shipping and for

the performance of the above service, second party shall receive from the party for whom the service is rendered the sum of three-fourths of one cent per bushel for the grain so handled. The grain elevated and loaded under the above provisions shall be carefully weighed into the cars through the bin elevator weigher and an accurate record shall be preserved of the amount weighed into each car so that in case it becomes necessary to enter a claim for leakage or for any other purpose, the amount of the grain shipped in each such car with date of weighing and number of car can be correctly established.

"The party of the second part will as far as possible keep the wheat or other grain of the first party or Oliver Munson in a bin by itself, if, however, the parties of the second part shall need the room or bin occupied by wheat of the first party, then the parties of the second part shall dispose of said grains and shall return to the party of the first part, the same number of bushels of the same grain, of the same grade and test."

In the fall of 1915, the plaintiff alleged he hauled wheat to the elevator which the defendant refused to receive and it was dumped on the ground, part of it spoiling and he was compelled to buy material to protect the grain from the weather and to pay for having it removed from the ground. The wheat, however, or what was left of it, was finally received by the defendant and loaded into cars.

The defendant alleged that the contract was one-sided in that it did not bind the plaintiff to deliver his wheat to the defendant's elevator, therefore, the defendant was not under any obligation to receive it; that it did not promise to procure cars in which to ship the grain and that it would be a strained construction placed upon the contract to expect it to do so; that it had attended to procuring cars for the grain not because it was legally bound to do so, but because it had so promised the plaintiff; that it would have received and shipped the wheat if its elevator had not been filled and cars had been procurable, all of which it notified the plaintiff before any of the wheat was hauled.

The court held the contract to be ambiguous in that it did not bind the defendant to furnish cars, but that it did bind it to an act that could not be done without cars; that the defendant was seeking to avoid the contract because it was one-sided; that it refused to receive the grain, not because the cars had not been furnished by the plaintiff, but because its elevator was filled and it could not get cars and that it interpreted the contract the same as had the plaintiff. In a similar case, the court said: "Where certain terms of a contract are ambiguous, but such terms have been construed and acted upon by the parties interested, such construction will be adopted even tho the language used may more strongly suggest another construction."

The amount of damage was submitted to a jury. The judgment of the lower court was reversed and the case remanded for trial.

Books Received

MOISTURE IN WHEAT AND MILL PRODUCTS, by J. H. Shollenberger, grain supervisor, contains tables showing moisture content of hard red winter wheat before and after cleaning and tempering, and also tables of moisture content of the various mill streams of mill stock. The summary of results shows that this bulletin contains absolutely nothing of value not already common knowledge in the milling trade. Bulletin No. 788, U. S. Department of Agriculture, Washington, D. C.

THE COUNTRY GRAIN DEALER AND FEDERAL GRAIN SUPERVISION is the misleading title of a recent publication of the Bureau of Markets, as it covers neither the work of federal supervision nor the business of the country dealer, but is devoted to information of general interest to all grain dealers, elevator operators and millers at interior points and makes valuable suggestions to those who wish to avail themselves of the grading by federal-licensed inspectors. Illustrated, 21 pages; Service and Regulatory Announcements, No. 47, U. S. Dept. of Agri., Washington, D. C.



30,000-bu. Concrete Elevator at Kankakee, Ill. See Facing Page.

Weighing Department Conference.

[Concluded from page 993.]

Q. Where only a portion of the carload is removed, and the balance is switched into the railroad yard until instructions are received concerning the balance of the load, whose duty is it to seal the car?

A. The deputy weighman must see to it that the car is sealed before he leaves the elevator. It matters not who seals the car, whether railroad or elevator, as long as the car is properly protected.

Q. Pertaining to the loading of boats, grain dropped aboard vessel the same day unless elevators work their men overtime. Deputies are sometimes asked to hold grain belonging to said vessel, in bins over night. By whose authority or permission can this be done?

A. When you are asked to permit the holding of grain in shipping bins over night, call the office without delay, for permission must be secured from agent or owner of vessel.

Q. When you have a car, that, in your judgment, is not fit for grain and the railroad car inspector O. K.'s it, the Grain Door Bureau's superintendent and cooperer both insist that it will carry grain, and the elevator superintendent says it is good enough, what are you going to do?

A. It is firmness that makes the gods on our side. (Voltaire.) But stubbornness is not firmness. Be sure you're right, then go ahead. David Crockett.

Q. Here are some examples in arithmetic for the "Information Box" that may aid in emphasizing important weighing service features:

(Example No. 1.) Elevator X carelessly leaves 30 lbs. of wheat in a car, and Deputy Blank, because of timidity or careless inspection, does not cause Elevator X to re-sweep said car. The wheat is worth \$2.40 per bushel. How much loss did Deputy Blank's rotten service cost the shipper of the grain? A. \$1.20.

(Example No. 2.) Will Elevator X pay the shipper \$1.20 for this 30 lbs. of wheat which

was lost because Elevator X did not sweep the car out clean? A. Not on your life.

(Example No. 3.) Will Deputy Blank take \$1.20 out of his pay envelope and send it to the shipper who owned the 30 lbs. of wheat which was lost because Deputy Blank was timid or careless? A. Deputy Blank will do no such thing.

(Example No. 4.) If the Boss docks Deputy Blank this \$1.20 and sends it to the shipper who lost 30 lbs. of wheat, because Deputy Blank did not attend to business, will Deputy Blank holler? A. Yes, Deputy Blank will holler his fool head off.

(Example No. 5.) Suppose Deputy Blank was the shipper of this car of wheat and suppose Deputy Blank found out that he lost 30 lbs. of wheat costing \$1.20 because a car inspector of the Weighing Department of the Board of Trade of Chicago was timid or careless, what would Deputy Blank say about this timid or careless car inspector? A. Your com'ite would be arrested if they repeated publicly, what Deputy Blank, as the shipper of this wheat, would say about this Chicago Board of Trade Weighing Department car inspector, whose timidity or carelessness cost him \$1.20 worth of wheat.

Moral: It hurts when it hits your own pocketbook.

Mr. Maegly, Mr. East and Mr. Andrew in brief talks showed their appreciation of the work of the boys in the Weighing Department.

Grain Trade Oversubscribes War Loans.

Grain dealers everywhere have been liberal subscribers to the war loans put out by the government, and it is gratifying that the leading grain exchange has fairly represented the trade by going over the top on every loan.

Particularly during the last campaign did the members of the Chicago Board of Trade Liberty Loan Com'ite show their mettle. Many of the former workers thought they ought to go back to their private affairs and in some parts of the country there seemed an indifference, now that the war is over. Realizing this and that Uncle Sam needed the money the Chicago Board of Trade com'ite stuck to their guns. They went on with a wonderful intensive campaign and soon absorbed all the loose capital on 'changes with results that are shown in the figures on the photograph herewith.

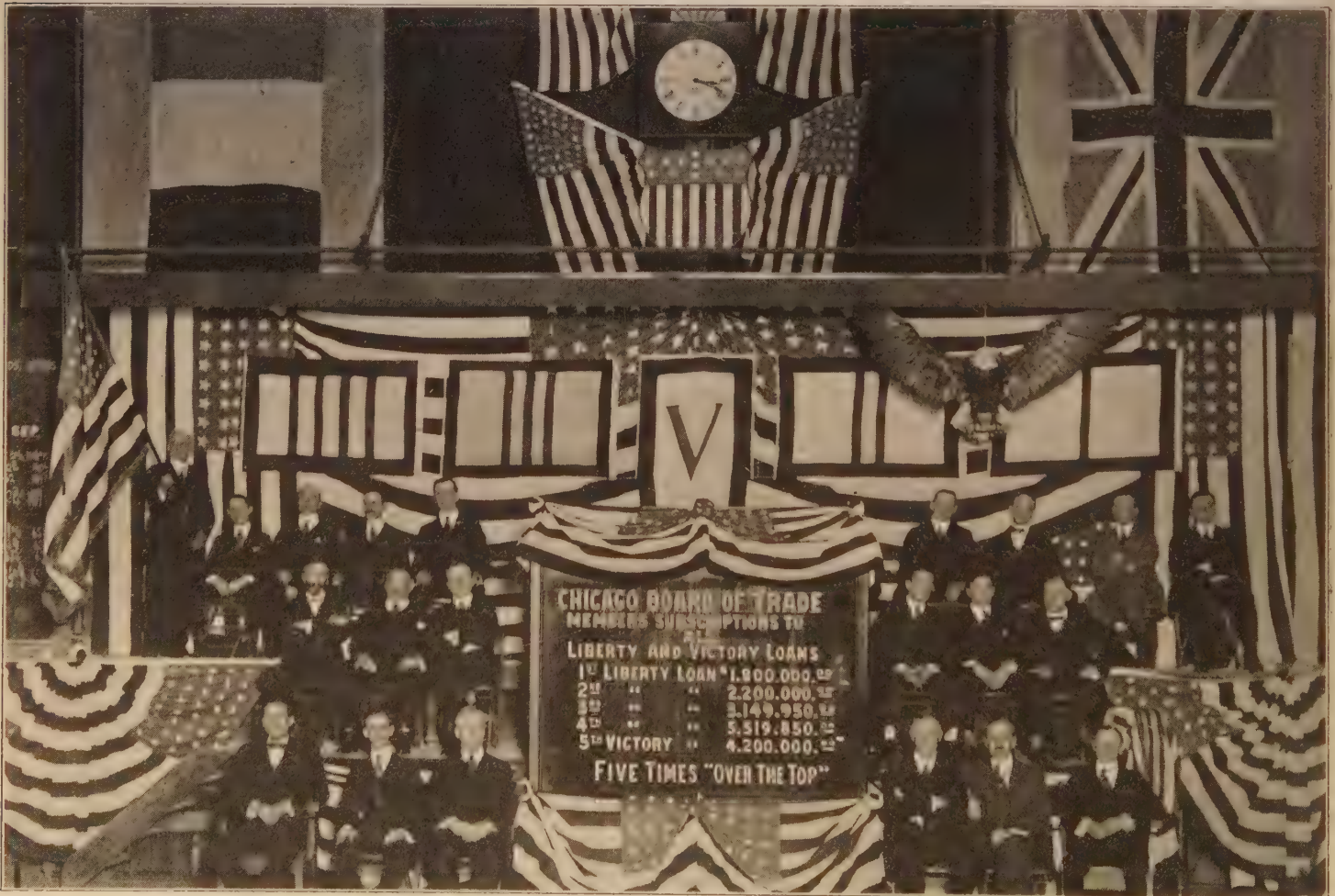
Members of the Liberty Loan Com'ite now in the group portrait are H. J. Patten, W. L. Cregson and Fred Paddleford.

Of the \$772,046,550 subscribed by the seventh district on the Victory Liberty Loans campaign, about 62 per cent—nearly two-thirds—was taken by people who either paid in cash or have pledged themselves to make periodical installment payments in cash out of their own earnings and income during the next six months.

Less than \$294,000,000 of the District total was paid by means of "certificates" and "war loan credits" commonly held by the banks and trust companies.

A nation which can thus conquer its own apathy and love of ease—a nation which can thus put aside all considerations of selfish comfort, for the sake of a noble cause—a nation that can rise to such altitudes of sacrifice and devotion may be trusted to support the Government always.

Liberty Loan Com'ite of Chicago Board of Trade.



Rear Row, left to right: Harry Avery, Sig Liebenstein, A. G. Delany, E. C. Butz, E. C. Badenoch, R. A. Schuster, Ed Doern, Harry Godfrey and Otto Zehr.

Middle Row, left to right: John D. McDougall, Sammy Wolff, Joseph Griffin, Jimmy Booth, Frank J. Bittel and Joe Simons.

Front Row, left to right: C. W. Hunter, Sam Raymond, Al V. Booth, Chairman; E. A. James, J. F. Mackenzie and Chas. F. Hanson.

Biggest Meeting of Grain Dealers Ever Held in Kansas

The 22nd annual convention of the Kansas Grain Dealers Ass'n, held in the rooms of the Chamber of Commerce at Hutchinson May 27 and 28 was by far the best meeting in the history of the Ass'n and one of the best of recent state conventions. The registration showed over 626 in attendance.

The first session was called to order by Pres. J. B. McClure, Hutchinson, at 9:30 a. m. Tuesday. After the singing of America by the assembled dealers led by Kemper Hipple, of Hutchinson, and the invocation, the address of welcome was delivered by Judge A. C. Malloy, acting for Mayor H. C. Humphreys. Mr. Malloy extended a warm greeting to the dealers and assured them of the pleasure felt by every citizen of the city because of the opportunity offered to show them something of the merits of the commercial center that has been built up in a comparatively few years.

The response to the address of welcome was made by A. L. Scott, of Pittsburg, who performed this duty in his usual impressive manner.

Pres. McClure read his annual address, which follows:

President McClure's Address.

The past two years have been two of the most strenuous ever known to the country grain trade. Some of you will remember when the government fixed the price on wheat and it dropped from \$2.80 per bushel to \$2.00 a bushel almost in a night. Some of you were carrying an elevator full of wheat on account of car shortage.

That experience we grain men will remember as long as we are in the grain business and some will look back upon it with a great deal of sorrow.

Other lines of business were protected against such losses. The grain man has been the goat, and forced to lose more money than men in other lines of business. We took our loss cheerfully and considered it a patriotic duty.

We were forced from an unrestricted buying to an autocratic control, and warned of the margins we would be permitted to buy on. Even the margins were so small that it was in some cases hard to make expenses. Yet not a murmur came from the patriotic hearts of the country elevator man, so long as same was needed to help our brave, heroic boys win the war. But when the armistice was signed and there was no more patriotic speeches to be put out, we came to the conclusion that we should be permitted to have a living margin of profit from our business.

Membership: This Ass'n during the past two years has done a great work to help the elevator man. We have more members than ever before. While a few have dropped out at times, more have returned to the ranks and many more have been added to the membership. It is the duty of every elevator operator in Kansas to become a member of the Kansas Grain Dealers Ass'n.

The members of the grain trade have been left out on a limb and have had a hard time to get off, but we are going to get off this year. While we are just as patriotic as ever, we expect to be permitted to buy and sell on margins that we allowed our boys that have been permitted to return to us from army life, to lay off their hob-nailed shoes and make an honest living, as in other lines of business.

Some of us have left on the field of battle boys that have been very near and dear to us without a murmur. That was our privilege and duty to our country, but at present, I do not see where it is our patriotic duty to stand idly by and permit any one man or half dozen men, to dictate the policy of our business. The independent action of our boys over seas won this great war. This country was organized of the people, by the people, and for the people, and that has always been the policy of the people of this country.

This country is not ruled by a king or czar, tho we grain men have felt so for the past two years, but in my estimation, we will not submit to such tyranny much longer. Kansas, the greatest wheat producing state in the Union, produces one-fourth of all the wheat raised in the United States, has not even been permitted a member of any Committee for advisory work or handling of the wheat of this country. We Kansas grain men feel that, if we can raise one-fourth of the wheat and dispose of it, it is nothing more than justice that we have a say in its marketing.

Kansas, the dearest of all states, my native home, was born in blood, reared in blood and is patriotic to the core. It was at Lawrence that Quantrell made his great raid into the prairie country. Since that time, her inhabitants have fought the Kansas hot winds, cyclones, hail-storms and grasshoppers, and won by making the Great American Desert the Garden Spot of the Earth.

Kansas has won in everything she has undertaken, and the Kansas Grain Dealers are going to stand shoulder to shoulder in handling this year's crop, and have a profit. Our boys won this war by independent action. Turn back to the grain men, the business as it was before the war, and they can, and will, handle the same with less loss to the government and better satisfaction to the people than it can possibly be directed by one individual who does not know what the grain men of Kansas have to contend with. Kansas grain men are patriotic clear through and through, but they are fighters to the death when they think they are being imposed upon.

There have been times when the elevator men sacrificed all their profits, and while it might have been for patriotic purposes, as they supposed, there was none in evidence. This year we think patriotism should begin at home. Forget cut-throat methods, love and confide in your competitor and see that he makes enough to keep his babies in shoes, and you will find him looking after your interests.

This republic is the greatest democracy in the world. It is made up of men such as you will find in this Ass'n today. The activities of business life, social affairs, its ideals for the state, its history of the past has been, and will be to the end, composed of such men as are engaged in the grain business. As an organization, we could not afford and could not consent to an unfair interpretation being placed upon our intentions or activities.

Many of you have given your best thought and energy as well as money during the past years in striving to help the grain trade in the life conception of the spirit that so patriotically prompted us in co-operating with our government in helping to win this war. It is pleasant to know that there is a desire to be fair and have a better understanding. While the Southwest has suffered in many ways, I am going to say that our zone manager, Mr. Plazsek, as I know him, would leave nothing undone that was in his power to make the handling of the greatest of all wheat crops profitable to the grain man. I feel that the coming crop will be handled to the satisfaction of all.

The Southwest Grain Dealers League, if properly handled, is worthy of our consideration. Its object is to bring the hard wheat dealers closer together and this will prove of mutual benefit to all.

Arbitration: During the past year we have had more arbitration cases than ever before, and in my judgment, it would be well if we had two arbitration committees. These committees to come from different parts of the state, thus reducing traveling expenses. I wish to commend most heartily the faithful and efficient work that has been done by the arbitration committee. It has spared neither time nor energy to go into every individual case and give it the study it deserves.

Something to be thankful for.—One year ago when we assembled around the banquet table and partook of the war dinner and the hospitality of Topeka's Board of Trade, there were upon our service flag fifty-six stars. Not all of these boys went over seas, but many of them did, and today I am pleased to say that there is not a gold star on the banner. All have been returned to us, for which we are duly thankful.

Sec'y E. J. Smiley, Topeka, presented his annual report, from which we take the following:

Secretary's Annual Report.

When we last assembled our country was at war, and be it to the everlasting credit of the country elevator operator, that he accepted the mandates of the Grain Corporation, Food Administration and the Federal Trade Commission and spent nearly all of his time in making reports demanded by these several bureaus. During this period all of us accepted the situation without protest, being glad to give all assistance within our power to bring the war to a successful close.

Conditions are changed. The war is over. We are all interested in knowing at the earliest possible moment whether we will be compelled to work under the restrictions imposed by the different bureaus in handling the 1919 wheat crop.

Owing to the President's proclamation, guar-

anteeing to the farmer a price for his crop for the year 1919, it becomes necessary for the continuance of the Grain Corporation in order to provide the necessary machinery to make good this guarantee. But, Why the necessity of the continued activity of the Federal Trade Commission as affecting the purchase and handling of grain? Reports demanded by this Bureau are practically duplicates of the reports furnished the Grain Corporation.

We are of the opinion that it will become necessary to secure federal legislation to curb the activities of the Federal Trade Commission and Bureau of Markets. We believe that the present Congress is now in a mood to entertain suggestions either entirely to eliminate some of the useless appendages or curb their activities, as the public is demanding a curtailment of government expenditures and also less interference on the part of the government with the affairs of private enterprises.

Government Control: The taking over of the railroads and telegraph and telephone wires by the government was done as a war measure. We believe that this was really a blessing in disguise as there were a great number of people in the United States who have been clamoring for government control of all public utilities.

Since the railroads have been under control of the government, we have had an advance in freight on grain and grain products, amounting to from 25 to 50% and in face of this material advance in rates, each month, there is a heavy deficit that must be made up by large appropriations. During the first three months of 1919, the railroad administration ran behind 192 million dollars, or at the rate of \$768,000,000 per year, which would be an average tax of about \$7.00 per capita upon every man, woman and child in the country, or about \$30.00 per family.

This is bad enough but the worst is yet to come. The service rendered to the general public has deteriorated, so that in some instances, it is almost unbearable. The state Public Utilities Commission has been arbitrarily deprived of all authority. As a result, the public is compelled to submit to outrageous treatment. Take for instance,

Orders 57 and 15: Order No. 57 relieved the carrier from all liability for loss of grain in transit, "where grain is found to be leaking through or over grain doors, or on account of improper cooping of cars."

This order was too rank, and the grain trade of the entire country made such strong and vigorous protest to the railroad administration, through their representatives, that the order was amended by order No. 57-A.

Order No. 15 provides for maintenance of all side tracks serving industries by the industry in whole or part. This order still stands but we have not been able to have any one in authority interpret the meaning of this order. It is ambiguous and cleverly drawn, and we believe it was the intention of the party, or parties, responsible for its existence to make it so, and if the shipper would stand for such an order, they would put it across.

It would be just as reasonable to demand that the county bear the expense of maintenance of all tracks passing through it. Elevators located on railroad right of way are a necessity to the carriers for the prompt loading of bulk grain, and if these facilities are not



E. Bossemeyer, Jr., Superior, Neb.
Pres. Kansas Grain Dealers Ass'n.

built and maintained by individuals and companies, the carriers would be compelled to erect and maintain same at their own expense.

The Union Pacific Railroad Company is the only line operating in Kansas that is attempting to force shippers to sign contracts, and as far as I know, no shipper has seen fit to sign said contract. We would strongly recommend to all shippers to refuse to sign any contract binding him to assume the liability of bearing any part of the expense of maintaining any side track located on any railroad right-of-way.

Bureau of Markets: This is one branch of the Government that we believe renders less service for the money expended than any other. To the Bureau of Markets was delegated the authority to establish uniform grades for grain. We have had uniform grades established by this Bureau and I believe I am safe in saying that we are further from uniform inspection than ever before in the history of the grain trade. The principal reason is that there is TOO MUCH RED TAPE AND TOO MANY TECHNICAL RULINGS.

Every dealer present could cite instances of grades being changed on grain by different inspectors at different markets, where there was no change in the quality of the grain.

To show the extent to which red-tape is used by the Bureau of Markets, I desire to cite the shipment of grain originating at a Kansas point, shipped to Los Angeles, Calif. During August, 1918, a concern located on the Central Branch of the Mo. P. R. R. sold a car of wheat, through a Salina house, as No. 4 grade, destination terms. The shipper loaded this car with 54-lb. hard wheat, and billed same to Los Angeles. Same was not inspected in transit. Upon arrival at destination, the inspector secured sample from the car and issued the certificate showing the grade to be No. 4, dockage 3%, consisting of broken kernels.

The shipper received the account sale about 60 days after the shipment was made. He noticed the certificate showed dockage of 3%, consisting of broken kernels and immediately wrote our office for information as to whether cracked wheat should be assessed as dockage. In reply, we quoted him from the Bureau of Markets rules, effective July 15, 1918, determining dockage. Under this rule, cracked wheat would not be assessed as dockage.

At his request, we asked the chief of the Bureau of Markets to instruct the inspector at Los Angeles to issue another certificate in lieu of the certificate issued, as the receiver had advised that he would reimburse the shipper for the amount of the dockage on presentation of another certificate.

The Chief replied to our letter stating that the inspector at Los Angeles had erred in assessing dockage, but inasmuch as the shipper had not exercised his right of appeal within forty-eight hours, as provided in their rulings, he had no recourse. We respectfully called his attention to the fact that it was over sixty days from the time the shipment was made until the account sale was received, and that it was absolutely impossible for the shipper to appeal within forty-eight hours.

As a final result of considerable correspondence, the Chief of the Bureau of Markets advised that a hearing had been arranged to take evidence to show whether the inspector had erred. This hearing was arranged for at Salina. A wise man from the East, representing the Bureau of Markets, had charge of the hearing. A court stenographer was employed to transcribe the evidence taken. The shipper testified as to the facts in the case as above stated.

At the close of the hearing in Salina, the representative of the Bureau of Markets, stated that a hearing would be held in Los Angeles in due time in order to take testimony at that point. The total amount involved was \$136.80. We estimated the expenditures in connection with this hearing at least \$2,500. At the time this is written, no decision has reached us or the shipper. This is a fair example of the red-tape methods adopted by the Bureau of Markets.

This Bureau has conceived the idea that it is necessary where inspectors differ as to the grade of grain contained in cars that a miniature sample be taken from these cars and forwarded to Chicago for final examination. I think that every practical grain dealer present will agree in making the statement that if the Bureau of Markets wishes to render a real service to the grain trade that it will appoint at every terminal market an appeals committee consisting of practical grain men, not professors, and where there is a difference of opinion as to the grade, that this committee go to the car and determine the grade of grain from an examination of the contents of the entire car, instead of having it determined from a 3-pound sample taken from a 100,000 capacity car.

If the grain trade of the country will continue to protest against these red-tape methods, in time, the Bureau of Markets will be of some value to the grain trade. Vast sums of money are appropriated each year for the maintenance of this Bureau. At the last session of Congress, the Agricultural Department, of which the Bureau of Markets is a part, asked for an appropriation of between thirty-five and forty million dollars. \$11,712,000.00 was asked for in bulk without knowing what the money was to be used for. One of the items mentioned, in the appropriation, was for \$80,000.00 for teaching the housewife how to make cottage cheese. \$2,136,000.00 of the appropriation bill for the department of Agriculture, was to be set aside for the use of the Bureau of Markets. We believe that if an investigation was made by Congress that we would find that a great amount of money has and is being wasted in experiments that have no value.

Determining Moisture Content of Wheat: The paraphernalia necessary to determine the grade of wheat as provided in the revised standards, is a wagon trier, nest of sieves, or Emerson Kicker, to determine the amount of foreign matter, if any, and a moisture tester. Without this equipment, one cannot determine the value of the wheat offered for sale. It requires about 25 minutes to take a moisture test. If you expect to make a moisture test on each load of wheat, offered, it will be necessary for every elevator operator to secure extra help as it will be IMPOSSIBLE for one man to take a wagon sample, weigh the load, and empty and make settlement, and give attention to making the moisture test. This help must be charged to cost of handling.

The Bureau of Markets say this MUST be done, and as all of your shipments are subject to inspection under federal grades, for your own protection, you will be compelled to make test at time of purchase.

How are you going to meet the problem? Suppose one of you handles 150 wagon loads of wheat a day? If this was delivered a single wagon load at a time from 7 in the morning until 7 in the evening, you would probably handle it without delaying the hauler, who if delayed, would force the threshing crew to stop work waiting the return of the empty wagon, but it is nothing unusual during the free move-

ment of wheat to find from 10 to 25 wagons loaded with wheat, lined up in front of your office waiting to unload and return to the thrasher. Now if you are compelled to make a moisture test from each of these loads, you know what the result will be.

It has been suggested by a representative of the Bureau of Markets that a probe sample be taken from each wagon load and placed in an air tight container, representing each lot of wheat and the moisture content be determined after the day's delivery is made. Do you think this plan is practical? Won't the farmer wait to know when he delivers to you a wagon load of wheat what that wheat is worth before unloading it?

The average farmer knows nothing about the moisture content of wheat, and cares less. If you are unable to tell him what his wheat is worth at the time it is offered, he will promptly leave your scale platform and look for another buyer. A further reason for this plan being impractical is that practically every elevator owner and operator is compelled to spend a part of his time in his office after the day's business, checking up the day's receipts, and making his entries of shipments and unless you work into the wee small hours in the morning, you would never get caught up. Take a year like the past, when the moisture content of wheat is much below the average, you had little trouble, but take an ordinary year, or a year with a wet harvest, what would you do? You have only one alternative, i. e. to employ extra help, to give your entire time and attention to making and keeping a record of these moisture tests or buy at a price that will protect you. A difference in moisture content between No. 1 and No. 3 is only 1/2 of 1%, and only 1% between No. 3 and No. 4, which means a differential in price of 3 to 6c per bushel.

Collection of Loss and Damage Claims: Since the refusal of the freight claim agents of the different lines operating in Kansas, to give favorable consideration to claims filed, since Order No. 57 was promulgated, we have succeeded in securing whole or partial payment of a number of rejected claims sent us for collection. We have found also that claims having a real merit were returned by freight claim agents and refused on some flimsy excuse and that a number of shippers consigned these papers to the waste-basket, and tried to forget them. We believe that a claim bureau, properly conducted in connection with the Secretary's office, will mean a saving of thousands of dollars to shippers. Should the members favor this plan, we are now in a position to secure the services of an experienced man having had a number of years experience with the Santa Fe R. R. in its claim department. We believe that the expense of maintaining this bureau in connection with the Secretary's office, can be accomplished for 15% of the amount of the claims collected, provided, a majority of our members are willing to turn over all of their claims to this department. We would favor confining this department to the members of this Ass'n.

Handling the 1919 Wheat Crop: At no time since the President's proclamation of August 10, 1917, have grain dealers been at such a disadvantage on any questions as they have on the handling of the 1919 wheat crop. Numerous plans have been considered and some submitted to Mr. Barnes, but he has not given out any word that he has decided upon any plan.

House Bill 15796, enacted by Congress, gives the President almost unlimited power in carrying out the provisions of the Act. Under Sec-



Kansas Grain Dealers at Hutchinson, May 25, 1919.

tion 3 of the act, the president is authorized to make reasonable compensation for handling, transportation, insurance, and other charges with respect to wheat and wheat for storage in elevators and on farms. It also includes protection of millers, jobbers and brokers against actual loss by them on account of abnormal fluctuation in the price of wheat and wheat flour. The question of what is a reasonable margin of profit for the country grain merchant is one in which we are vitally interested. In order to determine what is a fair and reasonable margin of profit, we must first know the actual expense of buying, handling, shipping and selling wheat by country elevators. Unfortunately, the majority of country elevator owners have not fully appreciated the actual cost of doing business and the expense involved in the risk of ownership, which falls heavier upon the country elevator operator than other branches of the grain business. In 1918, the Food Administration Grain Corporation established a buying margin of from 5 to 8c per bushel to cover all expense and profit as between the price paid the farmer and selling price at destination, less freight. The experience of country elevator owners past year has clearly demonstrated that such buying margin was insufficient to pay operating expenses.

All country elevators must realize that if they hope to continue in business they must have a greater margin of profit than that established by the grain corporation for the year, 1918. If present crop prospect is maintained until the harvest, Kansas will produce 200 million bushels of wheat and practically all of this wheat must be handled through the 1150 elevators in the state. Unless there is some inducement offered the farmers to hold their wheat in the stack, or in the bin on the farm in the way of storage charges, they will want to market it as soon as threshed in order to avoid extra cost in handling more than once, and the shrinkage and waste in double handling. There is no doubt but what the storage facilities of the country will be filled to over-flowing inside of 60 days after threshing commences.

The country elevator must insist on being allowed a reasonable storage charge for holding this wheat until such time as the Grain Corporation finds an outlet for the accumulated surplus. If this is not done, can you afford to take the risk of filling up your house with high priced wheat, paying interest on money and insurance, etc. We think not. Unless the Grain Corporation sees fit to allow 1/15 of a cent per bushel per day for the service, you should refuse to purchase any wheat from the farmer at the guaranteed price. If the farmer wants to deliver his wheat, take it in, give him a receipt, and as soon as you are able to ship it out, and dispose of it, pay him for it. The farmer cannot consistently ask you to perform a service at a loss and we believe that he will readily realize that your refusal to purchase it when you have no assurance that you can ship it out, and dispose of it on delivery, should convince him that you are in no way to blame for the situation.

Premium Over Guaranteed Price: It is not only possible, but probable, that owing to the demand for first movement of new wheat crop between the millers of the northwest and the interior mills, that a premium over the government guaranteed price will be offered. If this is the case, it will be short lived, and I wish to caution every dealer not to take any chances by paying above the guaranteed price.

Local Meetings: During the coming month, we will arrange to call and attend local meetings throughout the state. Meetings will be

held at the following points: Topeka, Iola, Joplin, Mo., Coldwater, Dodge City, Salina, Downs, Phillipsburg, Superior, Neb., Marysville, and a joint meeting of the Kansas-Missouri dealers will be held in St. Joe. We believe that all dealers appreciate the importance of these local meetings. It gives them an opportunity of discussing local conditions, and becoming better acquainted with their competitors.

I trust that every elevator owner and operator in the state will fully realize that the present year is no time for cut-throat competition. Speculation in wheat has been entirely eliminated, and there is no possibility of your adding to your profits by this means. If your competitor insists on paying more than grain is worth, let him have it, as it will only be a matter of a short time until his elevator is filled to over-flowing, and he will be unable to make further purchases, and you will have the happy satisfaction of handling your grain with a fair and reasonable margin of profit.

Pres. McClure appointed the following committees:

Resolutions: H. Work, Ellsworth; Clarence Laird, Belpre; C. D. Jennings, Hutchinson.

Auditing: E. L. Brown, Chester, Neb.; R. W. Dockstader, Beloit; J. A. Lyons, Langdon.

James Robinson, of Potter, delivered an address on "What We May Expect in the Future." He reviewed the experiences of the past few years, and endeavored to forecast some of the things we may expect in practical matters connected with the handling of grain in the future, dealing largely with the probability of the physical difficulties of taking care of the coming crop.

Cooperation.

An address on "Co-operation" was delivered by Chester L. Weekes, of Atchison, who showed the kindred interests of farmer, country dealer and terminal market receiver, interests which he believes can best be conserved and forwarded by closer co-operation between the farmer and the country dealer on the one hand, and by greater harmony of action between country dealer and terminal market receiver on the other hand. The value of ass'ns, and of organized effort generally, was pointed out clearly, and the plea was made that each dealer render the ass'n every assistance in his power.

The Grain Dealers League.

The plan of organization of the Southwestern Grain Dealers League was explained by Thad L. Hoffman, Wichita, pres. of the League. The explanation given by Mr. Hoffman was substantially the same as that which he made at the convention of the Oklahoma Grain Dealers Ass'n held at Oklahoma City, a report of which was published in the Journal for May 25. He said that some problems of the dealers in the Southwest are essentially southwestern and sectional, and that neither the various state ass'ns nor the Grain

Dealers National Ass'n can be expected to give them the attention which their importance deserves. He pointed out clearly that the League is not to supplant the state ass'ns or the National Ass'n, and in illustrating the need for the League he showed that the National Ass'n, for instance, can not fight the proposal to establish a higher price on wheat at Gulf ports for the reason that the Northwest and middle west, which the National serves as truly as it serves the Southwest, desire this higher price.

In touching upon the practical work which the League has in prospect, Mr. Hoffman outlined the need for a traffic bureau to handle transportation matters that are essentially Southwestern problems, and showed that there is great need for the adoption of uniform rules by the various state ass'ns of the Southwest. He said that it is his idea that the League should employ, when it is able to do so, a competent traffic man and a competent sec'y, both of whom should be paid a salary commensurate with their ability.

Buro of Markets Investigation.

Reverting to the portion of Sec'y Smiley's report that dealt with the activities of the Buro of Markets, a motion was carried to instruct the president to appoint a committee to prepare a petition asking Congress to investigate the activities of the Buro. Pres. McClure appointed H. L. Strong, Wichita; A. H. Bennett, Topeka, and Sec'y Smiley on the committee thus authorized.

The petition circulated by this committee, and later signed by the majority of the dealers present at the convention, reads as follows:

Petition Regarding Buro of Markets.

To the Senate and the House of Representatives, United States of America:

We, the undersigned, dealers and shippers in convention assembled and representing the production of more than one-fourth of the wheat in the entire United States, do hereby respectfully and urgently request your honorable body to inaugurate a thoro investigation of the Bureau of Markets Division of the Dept. of Agriculture, with a view to permanent elimination of tremendous unnecessary expense, the superfluous amount of red tape, which in many instances result in the defeat of justice and of the objects for which it was intended and the misleading and detrimental dissemination of so-called market information which in reality results in greater trouble and loss far in excess of the meager benefits, if any, that may be derived therefrom.

Dated Hutchinson, Kan., this 27th day of May, 1919.

Adjourned for luncheon.

Tuesday Afternoon Session.

The second session was called to order at two p. m. by President McCure. P. E. Goodrich, President of the Grain Dealers National Ass'n, spoke on the Non-Partisan League of North Dakota. His address appears on page 981.



More Kansas Grain Dealers at Hutchinson, May 28, 1919.

Handling 1919 Wheat Crop.

At the conclusion of his talk Mr. Goodrich discussed the probable plans for the handling of the 1919 wheat crop and told of his conferences with Mr. Barnes, and of information he had gathered on the subject. He spoke of the two conferences of grain shippers held in St. Louis and how they had compiled by reports and data submitted, an average handling cost for wheat, and he maintained that not more than half of the elevators handling wheat could operate at a profit on a margin of 8c.

Mr. Barnes, who will direct the handling of the coming crops of wheat, does not believe a fixed margin to cover all dealers is a fair basis, nor is he in favor of computing the profits on an annual turn over, according to Mr. Goodrich. But Mr. Barnes has hinted that annual turnover will likely be the basis of considering the individual's margin.

Mr. Goodrich: Let me ask the members of this association to write Mr. Barnes, sending data on the cost of handling wheat. Send this information on your letter head and compile it in a comprehensive manner, in this way it will get consideration. In the matter of storage, I believe that the country dealer will be compensated for holding back wheat at a given rate by increase in the price of the grain, advanced two or three times a month, giving the country elevator man and farmer approximately the same compensation as the terminal elevator men for storing grain.

Some plan must be formulated to do away with the unnecessary reshipping of wheat, such as took place this year. I am sure Mr. Barnes realizes all these points and will endeavor to do his utmost to give all a fair and square deal.

General Discussion followed.

A dealer: Has the railroad any right to collect for side track rental when the elevator stands on its own property?

Mr. Goodrich: No, it has no right to collect such rental.

Mr. Work: How about industries on right of way?

Mr. Goodrich: The contract covers that, as a rule.

Mr. Smiley: I have knowledge of a lease submitted by a railroad for signature with a threat that if it was not signed the party would have to get off the right of way. Can a party be forced off for not accepting a new contract?

Mr. Goodrich: Under the government ownership, anything is possible. Let me say right here, gentlemen, that this Ass'n should send a recommendation to the Kansas Con-

gressmen and Senators asking for the speedy return of railroads to private ownership. [Applause.]

Sec'y Smiley: That would be like pouring water on a duck's back. Our Congressmen and Senators say that with the socialistic form of government now existing in Washington, nothing can be done on such recommendations.

Mr. Goodrich: According to a ruling of the State Commission of Indiana, the railroads cannot collect a dollar for the lease or maintenance of side track.

President McClure read a petition to the Senate and House of Representatives to investigate the Bureau of Markets with a view of ascertaining and checking up unnecessary expense, red tape which often lost sight of the object to be attained, and misleading and detrimental market information emanating from that source.

The Wooden Horse.

Mr. C. C. Isley, Cimarron, Kan., delivered an address on "The Wooden Horse at the Gates of Troy."

The old story of how the Greeks captured the city of Troy has often been told, but Mr. Isley picked his theme to warn grain men not to take things as they appeared but to investigate and look underneath the surface, considering their rights and standing up for them. He supported the point made by Mr. Goodrich in his talk on the Non-Partisan League, urging education of the people in such matters of political and national interest.

"The cards should be laid on the table before everybody, to put an end to this unrest that is breeding bolshevism in the United States. All this country needs in this matter is a little common sense and information.

A nice sounding lie is a great source of satisfaction to a man with a socialistic frame of mind. In fact, many of our better citizens want to believe "nice-sounding" lies that are circulated. That is the basis upon which propaganda is spread and bolshevism is entirely the product of lies. The Independent magazine was led to believe an article written by a non-partisan from North Dakota, and that usually dependable publication, printed a story telling how grain men and millers of North Dakota had made \$200,000,000 or \$3 to \$4 per bushel on grain in one season. Imagine the preposterousness of such a statement.

Are we to give up what we went to war for, is that individualism that we so nobly defended to die, and socialism, the idea upheld by the German government, to be ushered in?

Our boys snatched victory from the jaws

of death. Let that deed not have been in vain. The cure is common sense and education, beware the "Wooden Horse."

"Bolshevism and Business"

Was the topic taken by P. E. Zimmerman, field sec'y Kansas Anti-Bolshevik Campaign.

From his address we take the following:

During the period of hostilities we called German Propaganda. Now we hear only Bolshevism propaganda. A skunk smells no different when called a civet cat.

The Hun invented poison gas, with which he hoped to destroy his enemies. He invented Socialism for the same purpose. Of the two weapons, he found the latter to be by far the deadlier.

Your Marxian socialist decrees that your land, your property, your chattels, your wives, your daughters and sweethearts shall be socialized, or made the common property of the low, the vulgar, the ungodly, the shiftless.

Bolshevism is Marxian Socialism in action.

Henry Hyde summarizes Bolshevism as follows: Bolshevism means that church, home, state, school and all institutions that we call civilized shall be destroyed; that banks shall be looted of all cash, and all debts, public and private, shall be repudiated; that marriage shall be outlawed and free love the rule. The government maintains itself absolutely by terror. They got into power by promising the people peace, bread and land. They kept in power by owning machine guns and using them.

I prefer to think of Bolshevism as lunacy with whiskers on it; as government of the long-haired, for the long-eared, by machine gun; as autocracy inverted, as autocracy with its head in the mud, and kicking everything within reach into smithereens.

For Bolshevism is merely a war of the Have-Nots on the Haves; it is government based purely on class hatred. Trotzky and Lenin are past masters in the art of creating class hatred and fanning it into flame. After getting control of Russia the Bolsheviks inaugurated a reign of terror, taking forcible possession of the land, factories, stores and other industries, in many cases executing the rightful proprietors. Even at this time, the executions average nearly 1,000 persons daily. Any person suspected of having bathed recently, or of ever having worn a white collar, is a candidate for the stone wall.

Of course, none of these beautiful adjuncts of the "brotherhood of man" idea were mentioned in Trotzky's prospectus. One needed only to prove that he was unwashed, join the Bolsheviks, and presto! the millennium.

Trotzky is the champion abolitionist of all time, for having abolished national honor and credit, constitutional government, private ownership, marriage, the church and war, and still not being content, he abolished peace.

Which leads one to conclude that Bolshevism is a sort of cosmic bellyache superinduced by an over indulgence in quack nostrums. Some folks in America get the symptoms from eating cucumbers; others read The Nation, New Republic, The Appeal to Reason, and the Hearst publications.

And considering the manner in which the Russian women have been "socialized" or made the common property of Trotzky's bewhiskered brutes, I'll say the Bolshevik is the jackass of the human race, having no pride of ancestry, nor hope of posterity.

But despite the fact that the record of Bolshevism in Russia is the most nauseous page



More Kansas Grain Dealers at Hutchinson, May 28, 1919.

in all human history, thanks to the foresight of the German general staff, it has strong advocates in America. In the United States alone, the newspapers and magazines that are putting over the Bolshevik propaganda, have a combined circulation of 52,000,000 copies per month.

But some say that we are in no danger of Bolshevism in America; that we "are too intelligent." Listen! The man who says that is himself the greatest source of danger. He's merely a blatant, unthinking, long-eared ass.

Bolshevism conceived in America, born in Germany; was nurtured and grew to maturity in Russia. And it is an immutable law of nature that "chickens always come home to roost." Were I to suggest that Bolshevism was actually incubated in the Sunflower State, there is not a mother's son of you who could prove anything to the contrary. For at the time when Leon Trotsky, alias Lober Bronstein, was contributing editor of the Appeal to Reason, many of those characters who are now most actively supporting the Bolsheviks, were either officially connected with the Appeal or had official connection with the People's College at Fort Scott. Among these being Arthur Le Sueur, the would-be Trotsky of America and who is also executive secretary of the esteemed Non-Partisan League; Fred Warren, George Bruer, Kate O'Hare, Marian Wharton, Gene Debs, Frank P. Walsh, Alva A. George and others of their like.

Have you read any of the text books of the I. W. W.? If so, you will know where Trotsky got his inspiration.

It is up to you. You CAN have Bolshevism if you want it, thru the simple expediency of folding your arms serenely and assuming an "I should worry" attitude when you know that the I. W. W. and Townley agitators are in your midst, beguiling your farmers into joining the Non-Partisan League and organizing Labor Union Leagues right under your very noses.

There isn't a person within my hearing who hasn't had access to the disquieting news from North Dakota. If you are not alarmed over the situation that menaces Kansas, it is solely because you have failed to avail yourself of the information that was so easily accessible; all the daily papers having recently reported the progress of the Socialistic legislature in that benighted state. The North Dakota farmers went into politics in order to secure a long desired state-owned elevator. They merely asked for bread, but Townley gave them a stone.

Instead of merely a state-owned elevator, Townley has crammed state Socialism, in its virulent form, down their throats.

Despite the fact that America is the only land on God's green footstool where dreams come true; that ours is Ruler; that in America we are vouchsafed a larger measure of liberty and freedom than any other people has ever enjoyed, there has sprung up among us a species of bipeds who can travel from coast to coast and from Canada to the Gulf, without seeing or hearing one good thing to commend; who would deliberately destroy our most cherished institutions, our traditions, and our very civilization and have us launch out anew over an uncharted sea.

To them I say, the proper place to hate this glorious country is at a distance of three or four thousand miles.

And inasmuch as three-fourths of our troubles have been imported, and since we now own one of the greatest merchant marines afloat, I suggest to Uncle Sam that he immediately go into the exporting business on an extensive scale.

Let "AMERICA FOR AMERICANS ONLY" be our slogan; and let us define an American as a respectable person of any respectable race who can sincerely, honestly and truthfully, subscribe with you and with me to our creed.

Immediately after Mr. Zimmerman finished talking a motion was made to contribute in support of the work of the Anti-Bolshevik campaign. The total subscriptions amounted to \$500. The complete list is printed below:

The Anti-Bolshevik Fund Over \$500.

In addition to \$60 pledged to the Anti-Bolshevik Fund, \$10 was paid in by C. G. Blake of Hamlin and A. H. Bennett of Topeka and \$5 by each of the following:

E. J. Smiley, Topeka; J. Robinson, Potter; C. H. Thayer, C. H. Thayer & Co., Chicago; Home Grain Company, Aurora; Strong Trading Company, Wichita; J. H. Forsythe, Falun; Roehen Grain Company, Kansas City, Mo.; Schooler & Bishop Company, Kansas City, Mo.; H. N. Crosby; Belleville Elevator Co., Belleville; W. J. Stralley; Grain Dealers Journal, Chicago; Addison Grain Co., Kansas City, Mo.; Moore-Seaver Grn. Co., Kansas City, Mo.; P. E. Goodrich, Winchester, Ind.; M. S. Graham, Zurich; Derby Grain Co., Topeka; Golden Belt Grain Co., St. Joseph, Mo.; A. J. Elevator Co., St. Joseph, Mo.; Murphy Grain Co., Kansas City, Mo.; A. R. Aylsworth, Kansas City, Mo.; Enid Milling Co., Enid, Okla.; Fuller Grain Co., Kansas City, Mo.; Mead Grain Co.; S. R. Hutchinson; Alfred Hertz, Kansas City, Mo.; Roy Twist, Meade; J. R. Demmitt, Geola; C. Demmitt; G. C. Adams Milling & Grain Co.; E. Bailey, Baileyville; F. A. James, Burden; C. R. Long Grain Co., Elk City; L. S. Palmer, Tyrone, Okla.; J. E. Mackey, Cimarron; B. A. Hinds, Kansas City; Blood-Pickel Grain Co., Wichita; J. M. Black, Lebo; I. N. Nixon, Ogallah; Genesee Grain Co., Genesee; Ransom Lbr. & Grain Co., Kansas City, Mo.; Logan Bros. Grain Co., Kansas City, Mo.; Wright Co-operative, Wright; W. H. Kelley; Joe Hartter, Berwick; Ellis Farmers & Live Stock Co., Ellis, Neb.; G. V. Burroughs, Plainsville; Henry R. Allen, Coffeyville; Russell Grain Co., Kansas City, Mo.; H. M. Griffith, Uniontown; J. B. McClure Grain Co., Hutchinson; Wm. Heitschmidt, Lorraine; Ashland Grain Co., Ashland; J. L. Davis, Elkhart; S. L. Gamble, Elkhart; Grain Dealers National Ass'n; G. C. Laynn, Simson; Willis Perea, Iola; A. W. Erickson, Kansas City, Mo.; Canton Milling Co., Canton; C. Taylor, Pearl; J. W. Douglas; Ford Co-op. Exchange, Ford; J. D. Chalfant, Augusta; Al. Driver, Plains; C. Huxtable, Snell Grain Co., Clay Center; C. C. Terly, Dodge City; Sequin Gr. Co., Sequin; F. D. Bruce, Kansas City, Mo.; O. Connor, Hartford; H. Work, Ellsworth; Rankin Bros., Cambridge, Neb.; Borrough & Borrough, Grinnell; J. W. Brown, Dilwyn; H. D. Harding, Rock Creek; Russell Grain Co., Hutchinson; Phillip Ernest, Americus; Lawrence Deck, Abbeyville; W. C. Goffe, Kansas City, Mo.; C. C. Isley, Cimarron; Star Grain & Lumber Co., Wellsville; St. John Milling Co., St. John; Stephens Milling Co., Kansas City, Mo.

The following committee was appointed by Pres. McClure to follow up the matter of future donations to the good cause: C. C. Isley, Cimarron, W. H. Kelly, Hutchinson, Chester L. Weekes, Atchison.

Handling of the 1919 Wheat Crop.

Sec'y Smiley: There are at the present time two plans under consideration for the handling of the crop. First plan is for a buying margin, less freight, and the second plan is to determine fair profit on an annual turnover basis, disregarding a buying margin. A margin of 8c is not enough to handle wheat on. By a thoro investigation and collection of data taking into consideration 13,197,077 bus. wheat at 199 stations in seven states, showed that the average cost of handling was 8.54 a bu. Thad Hoffman has a report showing that the cost of handling wheat at 101 stations operated by him to be 8.78 per bu.

In response to the question as to how many could furnish actual cost of handling grain thru their elevators the following arose: M. C. Graham, E. M. Stull, Lane, Simpson, Beran, C. Taylor, I. Huxtable, J. Robinson, H. Work, W. H. Lyon, A. E. Thompson.

Mr. Goodrich: Let me urge more elevators to give information on the cost of handling grain. It is of vital importance to you, so prepare a statement if you can, and submit it. Kansas made a very poor showing in answer to our recent call for these figures. Get to work, this is your fight as well as the other fellow's.

Mr. Potter: I wud like to have the annual turn over explained.

Sec'y Smiley: How many will write to Mr. Barnes giving the information desired on handling cost.

Several promised.

E. Bossemeyer: Mr. Smiley, perhaps many of the dealers were in the same fix last year that I was. I had no wheat to handle and consequently could not make a justifiable report. I know that last year I believed that 5c was sufficient margin to handle wheat. We must realize and educate ourselves to the understanding of the actual cost at our stations. Many still believe that 8c is a large margin, but this is untrue as shown by the data already gathered.

Mr. Long, Elk City: It is not a fair plan to fix one margin for all. It would work hardships on some, while others would reap a handsome profit.

Sec'y Smiley: If the Grain Corporation insists that we operate at a loss the coming season, as we did last year, we will take recourse to higher courts. We are regulated by a lot of appointed grain experts with extensive laboratory experience, and no practical experience. In other words, theory but not practice.

Wm. Murphy, Kansas City: It has been intimated that Mr. Piazek is inexperienced in the actual handling of wheat or grain,



Kansas Grain Dealers at Hutchinson, May 28, 1919.

this impression is wrong, and I wud like to correct it. Mr. Piazzek has operated a number of country stations.

C. H. Thayer, Chicago: It might be interesting to Kansas dealers to know of the action taken in Illinois when the Grain Corporation forced many dealers to refund money to the farmers. Many did, but the refund order was taken to court by Williams Bros., Colmar, Ill., where the court did not sustain the right of the Grain Corporation to compel the dealers to refund. Williams Bros. voluntarily gave up their license but did not refund one cent.

J. M. Rankin, Cambridge, Nebr.: I am in favor of a 6c net instead of a 8c gross margin. In my estimation that would clear up the matter with little difficulty.

A Dealer: We talk of 3% on annual turnover. We shud have 5% at least on wheat. How many of you have ever handled wheat on as close a margin as you handled coarse grains? You can't do it. If you can't handle wheat on as close a margin as coarse grains, then you cannot be content with 3%.

Mr. Bossemeyer: I know of some who made money handling wheat on the 8c margin last year, but their profit was purely speculative.

Mr. Long asked What charges shud be made back to the shipper for weighing, inspection, switching, demurrage. I am of the impression that the terminal markets are continually passing the buck back to the country elevator man.

Mr. Weekes: All these back charges you speak of could be done away with if the shipper wud comply with the trade rules confirmations, and the customs of the trade.

The "Illinois refund" case that caused so much trouble in that state was reviewed. Ed. Flesch, zone agent, Food Adm., Grain Corp., on Oct. 8 after the wheat had been shipped out ordered a refund by dealers down to a gross margin of 8c altho the farmers had accepted the dealers price and were satisfied. Williams Bros., Colmar, Ill., would not admit that the Food Administration had the power to compel refund, and did not repay farmers. That reasonable margin will be the same this year as last. If you can't profit on it then handle the grain for the farmers account at a certain price per bushel for elevation, storage and loading.

Sec'y Smiley: This convention I expected the largest attendance in the history of the organization. I have not been disappointed in my expectations. I notice some new and strange faces in the audience. Those who are not now members of the association, should make application for membership for their own good and our mutual benefit.

Adjourned to Wednesday morning.

Smoker.

Tuesday evening the men were entertained at a smoker and vaudeville show given at the Convention Hall by the Board of Trade. Music was furnished by an eight piece orchestra. A chorus of beauties, evidently borrowed from one of Mr. Ziegfeld's Winter Garden shows in New York, registered a few kicks.

After several good instrumental and vocal numbers, six Africans were thrown into the boxing ring to settle a Battle Royal. It was a battle royal and before the grain men left the Convention Hall there was much darkness spread over the floor. All, except a few of the dark boys who had their eyes made even darker, enjoyed the evening.

Wednesday Morning Session.

The meeting was called to order by Pres. McClure, who lead in singing "America."

Eaton G. Osman read a paper entitled "Ninety-eight and After," which told of his first trip to Kansas and condition he found in the grain business, compared with the present day of efficiency in the Kansas trade. During his talk Mr. Osman touched on present day government control, saying that the Bureau of Markets was probably with us to stay but other regulations and administra-

tions could be dispensed with. The self-policing of the grain trade would get better results in stimulating business and doing away with crooked dealers, than Government regulations.

L. H. Powell of Wichita spoke on "Our Southwest Problems," saying:

Sec'y Smiley, acting on statements made by Mr. Powell with regards to proposed increase in price of wheat at Gulf ports, said, "I move we appoint a committee of three to handle the Galveston and gulf port question." Accordingly, the motion was passed and the following com'te appointed to draft a resolution: L. H. Powell, Wichita; E. Bossemeyer, Superior, Nebr.; A. L. Scott, Pittsburg, Kan. "Uniform Contracts" was the subject of an address by H. L. Strong, Wichita, from which we take the following:

Following Mr. Strong's talk a general discussion ensued on Uniform Contracts.

Sec'y Smiley: Country elevator owners and terminal elevator owners cannot agree on uniform contract.

Mr. Robinson: When does a contract become a contract?

Sec'y Smiley: As soon as signed by both parties or agreement reached by phone. Most contracts in the grain business are made over the phone, now-a-days. If a confirmation in writing is immediately made out and mailed by each party there would not be so many arbitration cases.

Mr. Robinson: When can it be cancelled? If seller says its in transit, then there is no way to cancel.

Mr. Strong: If a car is bought on shipper's affidavit weight and resold on shipper's affidavit weight and found short, who pays for shortage? The claim naturally goes back to original shipper for correction. No error found. The last receiver is not satisfied and makes claim. If car has not leaked the error must have been at origin or destination of shipment, as it was not unloaded by the first buyer. Who pays?

Sec'y Smiley: Avoid this by refusing to buy on affidavit weight. I believe trade rules shud be amended to compel affidavit of weight to be attached to B/L when draft is made.

A Dealer: I have never experienced any difficulty when affidavit of weight was attached to B/L.

Mr. Bossemeyer: Revert to your rules of trade, abide by them and you are safe. Always put out confirmation of transactions and you will have far less cases to arbitrate. Know your rights and adhere to the rules.

Ralph Russell, Hutchinson, addressed the meeting on "The Relation of the Interior Markets to the Country Dealers," from which we take the following:

Relation of Interior Markets to the Country Dealer.

The older grain buyers well remember only a few years ago when there were but a few country grain elevators. The tonnage reports of the railroad companies show that more than 80% of all grain raised in the interior of the Southwest was shipped from the larger towns along their lines or the county seat towns. Even if elevators were built at the villages along the railroad farmers would drive by to the larger towns, thinking that the dealers in a small village could not pay as much as the dealers in the larger towns.

It has been the same with the grain dealers of the interior markets. They have worked hard to establish their business and of course are eagerly looking for a market for the country grain dealers stuff. But in years past they have watched some of the country dealers drive by them thinking that there was no chance for an interior market getting full value for their grain.

The country dealers have fully overcome such impressions, and like the farmers are now convinced that the shorter the haul, the better it is for them, that their grain has only one value and that it can usually be had at the nearest market.

Country dealers are fast finding a market nearer home and are also finding that the shorter the haul the better it is for them as it reduces leakage and expense that they usually had to stand on the long hauls before such interior markets were established. They are looking for a dealer whom they can call up and talk

with each day and confer with him as to the day's receipts, the opening, the closing, and much other information a grain buyer should know each day.

Interior markets are growing, the same as the local markets have grown within the last few years and the relations between the country dealer and the interior markets have become closer each year, until they know the needs of each other so thoroughly that they are working in almost perfect harmony.

It should be known by all dealers that interior markets are regularly incorporated under the laws of our states for the regulation of the grain trade among the members of such markets and any transactions any member may have with other dealers. In this way the country dealer is protected by the charter as well as members dealing among themselves.

Next the officers are elected and committee are appointed to look after any complaints that may arise from transactions of country dealers with a member of an exchange.

Each member must show a financial schedule showing that he is equipped to do business with safety and a report is required at certain intervals, so that the country dealer is safeguarded against loss by dealing with a member of an organized interior board of trade.

The country dealer should appreciate that he has a market near him that will give him the actual conditions of the market at the time such information may be called for. The interior markets being near the country dealer places the dealer of such market in a position to know the interests of the country dealer better than dealers at a greater distance. They also place the country shipper nearer the purchaser and in case an adjustment must be made on any shipment on account of misgrading or going out of condition, the contracting parties can easily reach each other and make such settlements before such shipments are beyond control of the shipper.

Shorter hauls are of great advantage to the country shipper as grain will usually arrive in better condition and with less loss in transit than if hauled a great distance. Then it is of vast advantage to help build mills nearer home, as where ever an interior market springs up it will soon develop interior mills and in a few years there should be enough mills in the interior to take care of nearly all of the wheat raised in the Southwest. By constant co-operation of the interior markets and the country dealers they should have all Kansas dealers working with Kansas markets and these Kansas markets should co-operate with Kansas mills so that in the near future only the finished product should be shipped out, leaving the feed products at home where they are much needed for our live stock.

Country dealers are also helping to establish mills and storage nearer home by dealing with interior markets. You will note where a market has been well organized for only a few years that mills and elevators are being built so that in a few more years almost all of the Kansas wheat can be sold so that the country dealers can get destination weights and graded at the nearest interior market. This will be a great saving in interest charges and leaks in transit will be greatly reduced. Another saving will be made by cutting out many inspection charges.

When boards of trade were established at Wichita, Salina and Hutchinson there was practically no storage room and a limited number of mills, but within a few years mills and elevators are being built. When such conditions have come you will have done much to relieve the annual car shortage as much of this grain will go into storage near home and cars can be returned to the country dealer for reloading.

The country dealer is greatly benefited by the efforts made by the interior markets in regard to freight rates and other regulations that are constantly being imposed upon him. It may not be generally known, but it is a fact that the interior markets have spent thousands of dollars the past year to protect the country dealer from such impositions as cooping cars at the shippers' expense, maintaining side tracks adjacent to their elevators, refusal to settle losses caused by inferior grain doors, and many other impositions recently imposed by the railroad administration, and in many cases has materially assisted other associations or accomplished much unaided.

The interior markets have fought for better grades on coarse grain moving out of base rating points. It is well known that the country has been receiving corn on a grade of No. 2 and No. 3 that actually graded No. 4, No. 5, No. 6 and even sample grade at destination. The interior markets have fought for the benefit of the country on this until you now can buy grain, except corn, with some degree of safety.

In many instances the country dealer has been re-imburshed by dealers at the interior markets on account of these erroneous grades on out inspection of terminal markets. But when such dealers ask an adjustment of a dealer of a terminal market he is usually informed that nothing can be done as it was sold basis inspection furnished. If something cannot be done to remedy this abuse the interior markets will be forced against their wishes to buy direct from the northern dealers.

This abuse is not the fault of the terminal dealer, but is caused by the inspection department being run for revenue only rather than for the general good of the grain trade. Instances have been reported where cars of corn have graded No. 4 or No. 5 on arrival at a terminal market, but upon direct transfer these same cars have graded No. 3 on out inspection.

When an interior mill receives an offer on a sale of flour they may only have a limited time to accept. If they can secure the needed wheat from their market on short notice at a price they can afford to accept on such bids, it creates a market nearer home, while if the mills had to call many country dealers by telephone to secure such wheat they would have to reject many such offers on account of poor telephone service, bad roads, or storms. This is especially true while they have no options to hedge such sales. In this way the country dealers are protected by the interior markets from being interfered with at their country stations by mills when they are very anxious for wheat and make it possible for the country dealer to buy continuously at a reasonable profit. While if it were not for the interior markets they would be constantly hampered by mills and other parties contracting wheat from the farmers at their station.

Country grain dealers have also found it to their advantage to consign their grain to the nearest interior market as the interior markets give them the option of accepting terms and prices at such markets or if not satisfactory diverting on to other markets. Nearly every interior market has mixing houses and cleaning facilities to handle all grain needing such treatment and the mills at the interior markets are just as eager for the better grades of grain as the mills at the terminals. By dealing with interior markets country dealers are also causing the railroads to build terminals at the interior markets.

E. L. Betton, asst. Chief Inspector of the Kansas State Inspection Department at Kansas City, took exceptions to several statements in Mr. Russell's talk, reflecting upon the grading and inspection at Kansas City.

Mr. Betton said, "My department is living up to every requirement of the Federal Standards."

Mr. Russell: Did not three men lose their licenses a short time ago in the out-inspection dept't?

Mr. Betton: One man lost his license on in-inspection dept't. You must remember there are two departments in Kansas City. If any errors occur on the Kansas side of the river, I wud like to know of them.

H. L. Strong: Inspection in general, coming from primary markets during the last year, has been the rottenest I ever saw. Many times corn has been graded very poorly. It could not possibly deteriorate in transit to the grade set at destination.

Four Grades for Same Car Wheat.

A. H. Martin, Burdett: I have had four different gradings on the same car of wheat. I consigned L. V. 61405 to Reno Flour Mills Company, Hutchinson, where it graded No. 4, 54 lbs. test, 14% moisture, no damage or mahogany, no dock.

Car was diverted to Topeka, where it graded Sample, 52.2 lbs. test, 11.4% moisture, 2% damage and mahogany, no dock.

Car was forwarded to Kansas City, where it was graded Sample, 50 lbs. test, 12% moisture, 2% mahogany and damage, with 8% dockage.

Due to enforcement of the permit system, car was then forwarded to Detroit, Mich., where it was graded Sample, 53 lbs. test, 12.8% moisture, 23% damage and mahogany, 4% dockage.

I am a thorough believer in uniform grading, but are we getting it? Why so many inspections? Is one not enough?

Other grading experiences were given.

Mr. Betton asked for suggestions and information from the dealers, claiming that a little more cooperation wud help all concerned.

Adjourned for lunch.

Wednesday Afternoon Session.

This session was called to order by Pres. McClure at 2:17 p. m., and a gentleman who gave his name as Fred Newberry, Hutchinson, but whom no one present seemed to know, asked for permission to make a statement. This being granted, he proceeded to attempt to prove that a wheat surplus will not exist in the world this year, and from this he drew the deduction that the government should immediately take its hands off the wheat of this country, letting supply and demand govern, in which case, he said that wheat undoubtedly will go to \$3 per bushel in 3 months.

Sec'y Smiley showed that the supply of shipping has much to do with wheat exportation from surplus producing countries, and expressed the belief that it would be unjust to the peoples of Europe for this country to compel them to pay a price above the guaranteed price—a price which he said is admitted by most farmers to return a good profit on the wheat produced.

Pres. McClure read a letter from Mr. Walker, traffic representative of the Santa Fe, which stated that transit circular 2047-K,

I. C. C. 7624, is to be amended to provide an increase in the transit distance for which the charge of 5c per hundred will apply, so that it will read 150 miles instead of 130 miles, thus giving additional distance of 20 miles before the combination of locals applies.

The dealers expressed their gratification at this action of the Santa Fe.

E. Bossemeyer, Jr., Superior, Neb., was called to the chair by Pres. McClure, and consideration of the question, "Shall We Create a Buro for the Collection of Loss and Damage and Overcharge Claims" was taken up.

Sec'y Smiley spoke in favor of the creation of this Buro, showing that it is needed to handle the claims of members of the ass'n, to whose service he proposed that its activities be limited. He cited specific cases to show that his office has been able to collect claims for shippers after they had been declined by the carriers, and stated that it is believed the Buro can be maintained for 15% of the amounts collected if all members will file all their claims thru the Buro.

W. S. Washer, Atchison: What will we have to pay the man whom you have in mind to take charge of the claims buro?

Sec'y Smiley: He will receive 12½% of amounts collected. On claims not collected there will be no charge. We believe 2½% will cover the extra expenses of the Ass'n incident to the Buro.

Mr. Washer: I suggest that those present be asked to express whether they will file all claims thru the Buro if it is established.

Pres. McClure again took the chair.

E. L. Betton, Kansas State Inspection Dep't: Order 57 provides that carriers shall verify our reports on condition of cars, but at Kansas City we have been unable to get them to sign the certificates.

Sec'y Smiley: We insist that it is not necessary to show a leak to make the claim collectible. Some railroads in Kansas examine and O.K. the shipper's loading scales, and an affidavit signed by the man who weighed the grain over scales so approved should establish definitely what was loaded into the car. Then the burden is upon the carrier to prove delivery. The Interstate Commerce Com'n has never said the carriers must verify reports of condition.

Upon motion by Mr. Washer the Board of Directors and the Sec'y were authorized to establish a claims buro.

Members of Hutchinson Board of Trade—The Hosts.



Back row, left to right: G. W. Penny, E. E. Shercliff, R. C. Davidson, A. G. McReynolds, J. J. Koelsch, Louis Hausam, Harry Talcott and Harry Stoner.

Second Row, left to right: Floyd Hipple, Geo. Gano, Frank Hipple, J. B. McClure, pres.; C. G. Hipple, R. O. Yates, C. W. Colby, L. H. Pettit and J. W. Vandevere.

Front Row, left to right: Paul Gano, O. L. Bateman, J. R. Bolin, Leonard Ayers, Heinie Graves, Jay Hausam, R. W. Vance and Ralph Russell.

Sec'y Smiley read the following report of the financial condition of the Ass'n:

FINANCIAL STATEMENT FOR 1918.

| | |
|----------------------------------|------------|
| Bal. on hand Jan. 1st, 1918..... | \$ 846.82 |
| Advertising and directories..... | 912.50 |
| Membership fees and dues..... | \$6,119.00 |
| Less exchange | 1.40 |
| | 6,117.60 |
| | \$7,876.92 |

DISBURSEMENTS.

| | |
|--|----------|
| Office supplies | \$ 68.03 |
| Postage | 261.00 |
| Telephone and telegraph..... | 78.65 |
| Printing | 571.96 |
| Rent | 264.00 |
| Expense annual meeting..... | 84.05 |
| Refund account of checks returned..... | 13.00 |
| Taxes | 2.33 |
| Envelopes | 28.16 |
| Dues to the National Association..... | 222.00 |
| President's traveling expense..... | 42.00 |
| Stenographer | 782.25 |
| Secretary's traveling expense..... | 607.24 |
| Secretary's salary | 3,500.00 |

| | |
|----------------------------------|-----------|
| Bal. on hand Jan. 1st, 1919..... | \$6524.67 |
| | 1352.25 |
| | \$7876.92 |

Receipts January to April, 1919:

| | |
|--------------------------------|-----------|
| Bal. on hand Jan. 1, 1919..... | \$1352.25 |
| Membership Fees and Dues..... | 1858.20 |
| Directories | 11.00 |
| Advertising | 15.00 |
| | \$3236.45 |

Disbursements:

| | |
|------------------------------------|----------|
| Office supplies | \$ 32.70 |
| Postage | 65.00 |
| Telephone and telegraph..... | 25.90 |
| Rent | 88.00 |
| Stenographer | 280.00 |
| Printing | 10.00 |
| President's traveling expense..... | 72.05 |
| Secretary's traveling expense..... | 202.55 |
| Secretary's salary | 1166.64 |

| | |
|---------------------------|-----------|
| Bal. Apr. 31st, 1919..... | \$1942.84 |
| | 1293.61 |

| | |
|---|-----------|
| Receipts May 1st to 24th, 1919, inclusive | \$2818.61 |
| Expenditures May 1st to 24th, inclusive. | 151.85 |

| | |
|---|-----------|
| Balance | \$2666.76 |
| Amounts outstanding for advertising, making accounts receivable, May 24th | 323.50 |

| | |
|------------------------|-----------|
| Balance, May 24th..... | \$2990.26 |
|------------------------|-----------|

E. L. Brown, Chester, Neb., read the report of the Auditing Com'te showing the accounts of the Ass'n to be correct as shown in the financial report.

The report of the Arbitration Com'te was read by James Robinson, of Potter. This showed that 17 cases were handled during the year, and that there was considerable trouble between members because of misunderstandings of the trade rules. He stated that the rules should be changed to remove ambiguities.

Chester L. Weekes outlined the proposed plan for the organization to fight Bolshevism in Kansas. This, he said, would be similar to the organizations which successfully handled the loan and other drives during the war, having state, district, county and municipal chairmen to have charge of the work.

Upon motion by Mr. Washer it was expressed as the sentiment of the convention that the grain trade of Kansas should give not less than \$1,000 to the fund to fight Bolshevism, and Sec'y Smiley was instructed to collect this amount in any way he sees fit. The subscription list carried forward from the previous day was again opened, and additional subscriptions sufficient to make the entire amount collected at the convention over \$500 were made.

At this point Mr. Newberry again obtained recognition of the chair, and spoke of conditions as he said he had observed them in Canada and North Dakota. He said that he wanted to warn the dealers against fighting Bolshevism, which it appeared that he was attempting to justify.

Mr. Zimmerman again took the floor and said that it is nothing new for him to encounter apologies for Bolshevism in his speeches, as he has never made a speech which had been advertised as much as a week without finding I. W. W. agitators there ahead of him. He said, further, that the fight against Bolshevism is not a fight of the city man against the farmer, but that on the

other hand the farmers' organizations themselves are fighting Bolshevism, I. W. W.-ism, the Non Partisan League, and kindred activities. He made the statement that if the Non Partisan League ever gets control of the farmers' organizations the farmers themselves will be dispossessed of their land and every property interest they have.

Pres. McClure read from a newspaper which had been handed to him a report which stated that it appears the elevator of the Golden Belt Grain Ass'n at Ellis, Kan., has fallen into the hands of the Non-Partisan League.

The report of the Resolutions Com'te was read by Chairman H. Work, and the following resolutions were adopted:

Resolutions.

WHEREAS, In times past it has been the custom to hold our annual meetings at either Kansas City or Topeka, but realizing in 1918 the growing importance of Hutchinson, not only as a grain center, but also as a city of generally increasing importance, it was decided to hold this annual meeting in Hutchinson, and as a result the visiting members have been well provided for, royally entertained, and their visit in general made a profitable and pleasant one; be it

RESOLVED, That we express to the Hutchinson Board of Trade, and those of the city outside of the Board who have assisted in the entertainment, our appreciation of their business-like conduct of the meeting as well as our pleasure derived from the entertainment afforded. And we congratulate the city on the enterprise of its citizens.

PRaise FOR OUR HEROES.

WHEREAS, Since the last annual meeting of The Kansas Grain Dealers Ass'n it has been permitted thru the bravery and efficiency of our soldiers and the wisdom of a divine Providence that Our Country should win the Great War, and

WHEREAS, Members of our Ass'n and of the grain trade in general enlisted and fought and died for the Cause of Liberty and Justice, be it

RESOLVED, That we commend and congratulate our boys returning for their patriotic conduct and unselfish sacrifice necessarily entailed to any, who leave their business and their homes for the dangers and privations of war, and be it further

RESOLVED, That for those of Our Boys who made the Supreme Sacrifice arising from the War or its exigencies, who sacrificed their lives as a part of the price of winning, for us as well as for others, we express our deepest sorrow at their loss and extend our heartfelt sympathy to their relatives. These boys are dead, but their deeds shall live to glorify the pages of Our History.

RIGHT OF WAY LEASES AND SIDINGS.

WHEREAS, The elevators of Kansas located on railroad right-of-way or on private property with railroad connections, perform a valuable and indispensable service to the railroads in that they furnish free storage for millions of bushels of grain and thereby relieve the railroad companies of enormous outlay of capital for storage similar to freight warehouse rooms and stock yards, and

WHEREAS, The carriers appear not to appreciate the free and valuable storage furnished them for their convenience in the handling of the grain of Kansas, and

WHEREAS, The carriers are right now apprehensive regarding their ability to handle the coming crop and are trying to encourage the building of more elevators and advocating that farmers provide additional storage, etc.; therefore be it

RESOLVED, FIRST: That the carriers should make not more than a nominal charge for right-of-way leases and should in all cases repair and maintain at their own expense the connections and siding tracks to all elevators whether on the right-of-way or on private property.

SECOND: That the present unjust and unfair proposed siding contracts should in justice to elevator owners never be signed or executed. And we hereby pledge the efforts and resources of this Ass'n to resist in its present form the proposed contract for sidings and their maintenance by elevator owners, and that a copy of this resolution be forwarded to Walker D. Hines, United States Railway Administrator.

PERMITS FOR SHIPMENT; NAME OF CONSIGNEE.

WHEREAS, Facilities for disposing of grain at terminal markets are available alike to all concerns handling grain on consignment, and whereas, it has been required that the name of the consignee be shown on all requests for permits to consign grain, necessitating much unnecessary work and inconvenience on the part of the Grain Corporation, the consignor and the consignee, be it

RESOLVED, That it is the sense of this meeting that the permit system of shipments be

resorted to only as a last resort, and that same be not effective until public elevator space becomes filled and such action becomes necessary, and to no longer require the consignee to insert the name of the consignee in request for permits to ship grain to terminal markets and be it further

RESOLVED, That the secretary be instructed to send a copy of this resolution to Mr. D. I. Piazek at Kansas City, with request that he be given serious consideration.

GOOD ROADS.

WHEREAS, The Good Roads movement has met favor with our National Government, and has extended so far as to provide national appropriations for the construction of permanent hard roads in all the States of the Union, be it

RESOLVED, That it is the sense of this Ass'n here assembled to heartily endorse this action and to recommend to all our members the necessity of moulding public sentiment in favor of a complete and permanent system of hard roads that will connect all our trade highways believing that this will be the means of promoting agricultural development and the enriching of our great country.

REVISE TRADE RULES AND ARBITRATION REGULATIONS.

WHEREAS, Owing to changing market conditions occasioned by the War, causing a revision and reconstruction of plans and methods of handling grain, members of the trade find that existing trade rules have become non-applicable or obsolete in certain particulars. As a result there is a constantly increasing number of misinterpretations and misunderstandings of contracts, occasioning dissatisfaction, ill-feeling, and frequent controversy between parties to a trade.

Consequently the number of arbitrations called for in the last few months have largely increased, making apparent a need for the amendment of the Trade Rules of the Kansas Grain Dealers Ass'n as well as that of the Arbitration Regulations, therefore be it

RESOLVED, That a committee of three members be appointed by the President of the Ass'n to revise and amend both the Trade Rules and the Arbitration Regulations. That this Committee be composed of members having as a qualification a wide and varied experience in grain handling. That after the Committee has made seeming necessary changes, the revised matter shall be turned over to the Secretary by whom it shall be transmitted by circular letter to all members, from whom opinions, suggestions, and alterations shall be invited, with a view to making a thorough and just set of Rules and Regulations.

That at the time said circular of proposed Rules and Regulations is sent to members, that one each shall be sent to the Secretaries of the Oklahoma and the Texas Grain Dealers' Ass'n, inviting their opinions and suggesting their cooperation with us to the end that all three Ass'ns may adopt uniform Regulations.

That after a reasonable time has elapsed to hear from all to whom the proposed Rules and Regulations have been sent, the Committee shall then compile the Rules and Regulations to be adopted, which on approval of a majority of the Ass'n's Board of Directors shall become effective at the time prescribed by the Board.

And a copy of such revised and completed Rules shall as soon as possible be sent by the Secretary to each member.

When the resolution relating to the appointment of a com'te to consider the trade rules was being considered James Robinson, of Potter, protested against its adoption on the grounds that the procedure called for would take too long.

Discussion of this subject occupied some time, and Mr. Robinson was permitted to submit to the convention some proposed amendments and additions to the rules which he had prepared. The proposals were quite lengthy, and when Mr. Robinson had finished reading them they were referred to the com'te provided for in the resolution already adopted.

It was moved by Mr. Weekes that Pres. McClure be appointed to represent the Ass'n at the conference to be held in New York June 10 and 11.

Pres. Goodrich explained that Mr. McClure has already been appointed to attend the conference as a member of the com'te having in charge the consideration of the cost of handling grain thru country elevators, and upon motion by Mr. Washer as a substitute for Mr. Weekes' motion, Sec'y Smiley was appointed to represent the Ass'n at the conference.

E. Bossemeyer, Jr., spoke regarding the dues for affiliation with the Grain Dealers National Ass'n, saying that some members of the Ass'n have continued to send \$12 in-

head of \$13, saying they do not care for the affiliation. He made the plea that all who have done this in the past reconsider the matter, and in the future add the dollar to their remittance of dues to the Ass'n, pointing out the benefits obtained by them thru affiliation with the National Ass'n.

The election of officers was declared next in order, and the following officers were elected for the ensuing year:

Pres., E. Bossemeyer, Jr., Superior, Neb. vice-pres., C. C. Isley, Cimarron, Kan.; Sec'y, J. J. Smiley, Topeka, Kan. Mr. Smiley was re-elected, for the 22nd consecutive time, by V. S. Washer. Directors: 1st District, Kansas, W. S. Washer, Atchison; 3rd District, Kansas, J. D. Mead, Fort Scott; 1st District, Nebraska, E. L. Brown, Chester, Neb.

H. L. Strong invited every dealer to attend the meeting to be held at Wichita the following week.

Adjourned *sine die*.

The Banquet.

A splendid banquet tendered over 600 of the dealers and their ladies by the Hutchinson Board of Trade was well served in Convention Hall, Wednesday evening. During the progress of the banquet and at intervals thruout the program which followed, music was rendered by an orchestra and quartet, and by Kemper Hipple and Miss Kunigunda Von Leonrod.

The program which followed the banquet was in charge of Toastmaster George Gano, who welcomed the dealers on behalf of the Board of Trade, the response to this address being given by W. S. Washer, who spoke fluently regarding the pride which all Kansans feel in Hutchinson's progress. Mr. Washer also touched upon the forces of discontent that are making themselves felt at the present time, pleading that ignorance of the truth of economic problems be dispelled by information about them.

Geo. T. McDermott, of Topeka, attorney for the Ass'n, who served as a lieutenant with the A. E. F., delivered a stirring address on "The Man With the Pack"—the chap who actually won the war. These boys are back, or soon will be here, he said, and they want a little time to rest, after which they will want their jobs back. "Every one of them," he said, "is a relentless foe of I. W. W.-ism, Bolshevism and the Non Partisan League, and all will back up every effort of you who in the last fight were upon the rear lines, but who in this fight against the forces of destruction must be in the front ranks." The Non Partisan League he characterized as the I. W. W. without the nerve to fly in the face of law, and he expressed the opinion that, for one, he rather prefers the I. W. W.—and his feeling regarding the I. W. W. was given when he said, "I. W. W.'s need not courts, but the firing squad."

D. F. Piazzek, vice-pres. and Kansas City zone agent of the Grain Corporation, spoke upon the proposed plan for handling the 1919 wheat crop. He made it plain that the thoughts he expressed were not official and that nothing definite had been decided upon. He said that the fundamentals will be largely the same as in the handling of the last crop, and that he expects present licenses to be made to expire July 1, after which new ones will be issued by the new agency. These licenses, he said, will all come to the zone manager for approval, and he asked all dealers to render him assistance in matters connected with the duty of approving or disapproving applications. "Write upon one sheet, and one sheet only," he said, "and head it with the name of the town. Give all the facts, and then I can have access to these facts when occasion arises."

Touching upon the scoop shoveler, Mr. Piazzek said: "Wherever the existing elevator facilities are ample, and there has been no complaint from farmers about failure of dealers to fairly reflect the guaranteed price, I

shall be reluctant to issue a license to a scoop shoveler."

That so long as the price remains at or above the guarantee price the Corporation will not interfere with the handling of wheat was expressed as his belief, and he believes this will last a long time and hopes it will last thruout the year. Dealers are to buy at the basic price, less freight and a reasonable handling charge, which he said they have conceived to be about 8c gross per bushel maximum. With reference to the proposal of 3% net profit on annual turnover of \$300,000 and 2% on turnover in excess of \$300,000 that he expects officials of the Corporation to refuse to enter into any arrangement that will require an audit of grain dealers' books.

He expects the permit system to be used, if necessary to prevent congestion, but said that it will be invoked earlier than last year if it is found necessary to use it at all. His belief is that with the present car supply there should be less trouble than last year.

Mr. Piazzek said that he thinks a plan will be worked out to pay producers a gradually advancing storage charge of about 1c per month until Feb. 1, 1920, and a storage charge, not advancing, of 1½c or 2c per month to dealers. Wheat reports, he stated, are to be continued, but reports on coarse grains will not be required after July 1.

Convention Notes.

F. G. Olson, of Denver, was the only Colorado dealer present.

From St. Louis came J. R. Bailey, of the Marshall Hall Grain Co.

Paul Bossemeyer, of Kansas City Grain Corporation, was a late arrival.

Every session was well attended by dealers who had a real interest in the proceedings.

Only 626 dealers got their names on the register before those in charge of registration gave up.

For once all Kansas dealers were earnestly wishing for a suspension of the rainfall until after harvest.

C. L. Trapp, of the Trapp-Gohr-Donovan Co., displayed a working model of the Trapp Truck Dump.

Topeka sent A. H. Bennett; Harry Bennett; F. W. Comfort; S. P. Kramer; and H. L. Sherburne.

Minneapolis men who came were C. A. Crowl, of the Marfield Grain Co.; Geo. Gee, Jr., and Walter R. Vye.

At the banquet, a carnation at each plate bore a neat card reading "A Flower from The Reno Flour Mills Co."

The Chamber of Commerce Bldg. was decorated with numerous large American flags hung from its windows.

From Atchison came W. S. Washer, of the S. R. Washer Grain Co., and Chester L. Weekes, of the Chester L. Weekes Co.

Chicago receivers were represented by Chas. L. Douglas, of E. W. Bailey & Co., and Clarence H. Thayer, of C. H. Thayer & Co.

Many visitors were fortunate in that they were taken to the salt works and enlightened as why Hutchinson folks came to be the salt of the earth.

Registration was in charge of F. S. Rexford, of the Grain Dealers Fire Insurance Co., and Mrs. B. E. Means and Warren Myers, of the White Star Co.

Several auto rides in and about Hutchinson added to the pleasure of the visitors, all of whom extended a hearty vote of thanks and appreciation to their hostesses.

St. Joseph receivers were represented by C. A. Addington; F. J. Donaher, of the McKee, Lindley & Dunn Grain Co.; C. A. Geiger, of the Geiger Grain Co.; J. A. Gunnell, of the Great Western Grain Co.; W. H. Moore and Carver L. Scholl, of the A. J. Elevator Co.

The attendance was far more than the most optimistic host expected, but thru the energetic work of active committees everyone was well cared for and comfortable.

A circular was passed at one of the sessions giving the report of the cost of handling wheat thru country elevators as published on page 779 of the Journal for May 10.

Inspectors who were present were Geo. S. Colby, chief inspector of the New Orleans Board of Trade; T. B. Armstrong and E. L. Betton, of the Kansas Dep't; and C. M. Connelly, of Salina.

J. M. Pinkerton of Clay Center had \$116 in his wallet when he went to the smoker, but some professional dip learning of his name, took revenge on the family of detectives and waked off with the purse.

Other ass'n officers who came were P. E. Goodrich, Winchester, Ind., pres., and Chas. Quinn, Toledo, O., sec'y, of the Grain Dealers National Ass'n, and M. U. Norton, Mexico, Mo., sec'y of the Missouri Grain Dealers Ass'n.

The earliest arrivals in Hutchinson found the city ready for the dealers, every store window displaying cards of welcome bearing the head of a bull and a bear, and citizens all wearing buttons inviting one to "Ask Me—I Live Here."

The grain ladies as well as grain men were well received, entertainment having been provided for the ladies of visiting grain men by Hutchinson ladies. A luncheon was served Wednesday and the table was decorated with roses, souvenirs and a delicious lunch.

From Oklahoma came R. H. Edsall, Wakita; H. M. Fulkerson, Carmen; A. R. Hacker, Enid; G. F. Milbourn, Fairland; C. McFarland, Texhoma; J. R. McKnight, of the Munn Brokerage Co., Enid; S. A. McCrady, Yewad; F. Y. O'Bannon, Claremore; Geo. A. Taber, Tonkawa.

SOUVENIRS distributed included blotters by the J. W. Craig Grain Co.; penholders by the Addison Grain Co.; and a folding card novelty by the Geiger Grain Co.; key pouch and ring by the Moore Grain Co.; a match safe filled by E. E. Roahen Grain Co., and pencils by the Thresher Fuller Grain Co., Moore-Lawless Grain Co., and the St. Joseph Hay & Grain Co.

R. H. Brown from the Washington office of the Bureau of Markets, assisted by J. M. Chilton of Kansas City office, conducted an exhibit at the convention the object of which was to show country dealers samples of different varieties of grain and how to determine the different grades. The Boerner sampler, mixer and divider was displayed as well as an Emerson Oats Kicker and specimen trays.

WICHITA receivers were represented by Thad L. Hoffman; Ed. Kelly; I. H. Blood; J. K. Pickerill; O. E. Bedell; Clark Burd; J. H. Beyer; H. T. Craig; E. M. Elkins; E. M. Flickinger; J. B. Geis; H. Holmgreen; J. R. Harold; A. F. Johns; F. J. Kramer; E. F. Merrill; D. L. Mullen; Joe Nichols; L. H. Powell; L. E. Raymond; S. H. Ranson; G. M. Snavely; H. L. Strong; and W. T. Whitney.

Insurance, machinery, bag and supply representatives included J. C. Dennis, of the Howe Scale Co.; J. B. Ruthrauff, of the Huntley Mfg. Co.; J. W. Gannaway, of Fairbanks-Morse & Co.; L. A. Getaz; Harry H. Kantazar; Mrs. B. E. Means and Warren Myers, of the White Star Co.; F. E. Dorsey, of the S. Howes Co.; A. G. Click, of the Richardson Scale Co.; F. S. Rexford, inspector for the Grain Dealers Fire Ins. Co.; and C. L. Trapp, of the Trapp-Gohr-Donovan Co.

KANSAS CITY receivers were represented by G. E. Liggett; J. J. Kraetli; D. Tinklepaugh; Arthur Freeman, Chas. E. Stuart, and J. M. Unling, of the Ernst-Davis Com'n Co.; Jno. Rawlins; Cort Addison and R. T. Lanphere, of the Addison Grain Co.; J. D.

Bailar, of the Scoular-Bishop Grain Co.; Wm. G. Dilts, Jr.; L. J. Morgan; Paul Phillips; Martin Hicks; A. W. Erickson, of the Simonds-Shields-Lonsdale Grain Co.; Chas. G. Smith; W. B. Lincoln; F. C. Hoose; A. Huttig; S. H. Miller, of the S. H. Miller Grain Co.; Henry Bird, of the C. V. Fisher Grain Co.; J. E. Rogers and C. C. Randall, of the Morrison Grain Co.; C. T. Irons; C. E. Watkins; E. A. Twidale and S. J. Owens, of the Twidale-Wright Grain Co.; A. R. Aylsworth and H. F. Rover, of the Aylsworth Grain Co.; E. M. Black and T. A. Dunaway, of the Thresher Fuller Grain Co.; B. S. Frederick; Charles B. Wilser; Ed. Welch; L. E. Geyer; E. R. Stripp and H. E. McMillan, of the Vanderslice-Lynds Co.; C. W. Lawless and D. C. Hauck, of the Moore-Lawless Grain Co.; B. C. Ragan; S. P. Hinds; E. W. Brown; Wm. Murphy; Major Moberly, of the Moore-Seaver Grain Co.; W. W. Fuller; H. G. Miller; W. S. Gabel; E. L. Love; Claud Nicholson and J. F. Leahy, of the Frank B. Clay Grain Co.; F. D. Bruce and A. E. Taylor, of Bruce

Bros. Grain Co.; Alvin Broughton; I. Updike; E. M. Jolley; J. C. Dopp; W. B. Pickerrill; Winfried Mensendieck, of the Mensendieck Grain Co.; J. E. Liggett; Alfred Hertz; Thos. R. Smith; W. C. Van Horn; W. C. Goffe and Ed Woods, of Goffe & Carkener; D. L. Croysdale.

Kansas shippers present included: B. J. Allen, Centerville; P. N. Allin, Coffeyville; W. R. Atherton, Sterling; E. N. Bailey, Baileyville; W. E. Belghel, Holton; J. R. Bell, Partridge; G. T. Belt, Penalosa; J. M. Black, Lebo; M. E. Boulware, Modoc; H. A. Buell, Haggard; J. T. Brady, Kingman; J. W. Brown, Dilwyn; J. V. Burroughs, Plainville;

B. P. Campbell, Clay Center; W. L. Cannon, Sublette; J. G. Case, Schulte; E. D. Clark, Tampa; Frank and John Collingwood, Plains; H. L. Cox, Cedar Vale; Fred Cooper, Sanford; H. M. Crosby, St. Francis; L. A. Coons, Trousdale; E. D. Craig, Thayer; R. Cunningham, Larned; J. L. Davis, Elkhart; L. Deek, Abbeyville; R. Dockstader, Beloit; F. L. Boll, Wright; J. W. Douglas, Nortonville; A. L. Driver, Plains; E. R. Durham, St. John;

J. C. Edsall, Ashland; S. D. Elliott, Plains; P. Ernst, Americus; L. A. Fisher, Haven; E. L. Farnsworth, Cullison; O. M. Findley, Kiowa; G. A. Fleming, Innan; G. A. Forsee, Falun; S. L.

Gamble, Elkhart; W. E. Gamble, Greensburg; G. W. Glenn, Chesterton; M. S. Graham, Zurich; H. M. Griffith, Uniontown; R. E. Harrington, Baker; G. E. Healo, Sedgwick; M. L. Hays, Liberal; H. H. Hinerman, Brookville; Wm. Heitschmidt, Lorraine; H. D. Harding, Red Creek; Joe Hartter, Berwick; W. L. Hyde, L. sign; T. R. Hall, Bottiger; Joe Hall, Dock City; Geo. F. Hall, Hait; S. A. Hutchins; Strawn; E. T. Hampton, Hugoton;

C. C. Isley, Cimarron; Joseph Janousek, Ellsworth; F. A. James, Burden; C. Janssen, Lorraine; R. J. Johnston, Lyons; E. P. Janousek, Ellsworth; Henry Kleisen, Wright; W. Kelley, Edgerton; C. A. Kaibeleich, Harlan; E. Lucas, Hopewell; C. R. Long, Elk City; J. Lyons, Langdon; W. L. Lyon, Athol; W. Lattimer, Lyons; E. E. Lorenz, Geneseo; A. Magnuson, Lindsborg; Joe Mead, Ft. Scott; McClain, Harlan; J. McIntosh, Rantoul; Ham Marshall, Coldwater; A. H. Martin, Burdett; W. H. Mikesell, Rydal; J. E. Mackey, Cimarron; A. D. Norris, Norway; R. M. Norris, Burdett; G. W. Newforth, Heizer; J. N. Nixon, Ogallala;

E. V. Osman, St. John; F. C. Owens, Jetmore; L. A. Pribble, Salina; C. W. Porter, Jetmore; Chas. Philpott, Trousdale; J. A. Pettey, Washington; Willis Perea, Iola; Ira Rankin, Kinsle; G. P. Randall, Clay Center; E. L. Rickel, Salina; D. Richter, Ellsworth; J. Robinson, Potter; Pomer, Sylvia; G. M. Shepherd, Lyons; D. Schwartzkopf, Bison; H. L. Shellenberger;



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Geneseo; Ira O. Shellenberger, Utica; A. L. Scott, Pittsburg; W. A. Shroeder, Hillsboro; H. Stoyton, Anson; P. J. Strong, Albert; Ed. Weeny, Pawnee Rock; J. H. Salley, Liberal; E. W. Schinzler, Great Bend; E. A. Schneider, Lehigh; Fred M. Smith, Spearville; G. W. Smith, Chase; H. L. Sponsler, Whiteside; W. J. Straley;

Carl Therolf, Beloit; A. E. Thompson, Aurora; J. Tudor, St. John; Roy Twist, Meade; O. J. Thorstensen, Smolan; M. H. Taylor, Hewins; A. R. Upp, Fowler; E. G. Walker, Turon; J. F. Vard, Belpre; R. C. Webb, Conway; G. W. Wells, Lewis; W. S. Williams, Partridge; J. T. Whetstone, Abbeyville; H. B. Wheaton, Hugo; C. N. Wooddell, Nickerson.

Late Crop Report.

Chicago, Ill., June 4.—According to recent estimates of the Kansas State Board of Agriculture the Kansas winter wheat crop will amount to 218,590,000 bushels. The condition of wheat is uniformly excellent throughout the state, averaging 98%. There has been practically no damage of any character from insects. Wheat harvesting will probably begin in the extreme southeastern corner of Kansas about June 10th to 12th, and in the Central section about the 15th, while in the western section it will probably not commence until about June 25th to July 1st. The average condition of spring wheat is 94%. This crop in Kansas is unimportant except in the northwestern counties. In the Northeastern, Northern and Northwestern sections of Kansas the weather has been generally cool during the past two weeks, and there has been plenty of moisture. The wheat crop is in good condition. Corn planting has been practically completed. There has been considerable complaint in the Central Western section regarding cut worms. Spring grains are in fine shape. A very heavy first crop of alfalfa is ready for cutting. In the Southeastern section there has been excessive rainfall during the past two weeks, which retarded growth of crops. No serious damage was reported, though some wheat is down, but will straighten up again with warm weather and sunshine. Oats and corn are in good condition, but late. The first cutting of alfalfa is in progress.—S. H. Johnson, freight traffic mgr. C. R. I. & P. Ry.

AN INTERNATIONAL grain and hay show and a nation wide non-collegiate livestock judging contest are two new features to be added to the 1919 International Livestock Exposition to commemorate the twentieth anniversary of its founding. The Chicago Board of Trade will appropriate \$10,000 for premiums to exhibitors in the hay and grain show. Several scholarships and attractive prizes will be offered.

The Texas Resolutions.

The brief telegraphic report of the Galveston meeting of the Texas Grain Dealers Ass'n published in the Journal for May 25, pages 882 to 885, failed to give a comprehensive understanding of the full significance of two strong resolutions adopted unanimously.

One is designed to force the Dept. of Agri. out of the grain and seed business and the other is intended to secure the reimbursement by the Government of grain dealers, who in the course of their regular business accumulated a stock of wheat in 1917 just prior to the Government's fixing the price at \$2 and were forced to sell it at a loss.

Dealers in many other parts of the country who lost heavily thru the same action of the Government will be particularly interested in the second resolution.

Ask Dept. of Agri. to Keep Out of Business.

Whereas, During the war, and by reason thereof, the Congress of the United States voted greatly enlarged appropriations to the Agricultural Dept. of the United States government for the purpose of increasing the usefulness and effectiveness of that Dept. to the farmers of the United States during the war, and

Whereas, It is evident that the Agricultural Dept. is not confining its activities to its normal, needful functions, but, thru its greatly enlarged appropriations, is extending its activities into the grain and seed business of the country, and

Whereas, The grain dealers are aware of, and heartily in favor of all those wonderful services rendered to the agricultural interests by the United States Dept. of Agriculture, it cannot but look with alarm upon the activities of the Dept. thru its county extension agencies and Bureau of Marketing Dept's, and

Whereas, The activities of said above mentioned agencies are designed to supersede the rural grain dealer and in fact all grain dealers, thus establishing political or bureaucratic control of the grain interests of the United States; therefore, be it

RESOLVED, By the Texas Grain Dealers Ass'n in convention assembled that we are opposed to government activity thru the Agricultural Dept. in the matter of distribution of grain or seeds either from or to the agricultural interests of the country.

RESOLVED, That it is the conviction of the convention that the activities of the county agents and of the marketing bureaus of the Dept. of Agriculture in the sale and distribution of grain or seeds is an unwarranted imposition on private business, and

RESOLVED further, That a copy of these resolutions be forwarded to the Sec'y of Agriculture and to the members of Congress and the United States Senators from Texas.

Ask to Be Reimbursed for Losses Sustained.

Whereas, The great government and people of the United States in defense of our rights and in the interests of humanity everywhere did, in the year 1917, declare war upon the Imperial German Government, and

Whereas, The winning of the war was contingent upon the conservation and proper distribution of the food resources of our country, both at home and abroad, and

Whereas, The Congress of the United States in its wisdom passed the Food Control Bill, and vested the President with unlimited power over the fortunes and facilities of the Grain Interests of our common country, and

Whereas, The President was authorized and empowered to fix the price of wheat, and such power to fix the price of wheat was not conferred until the Texas and Oklahoma 1917 wheat crops had already begun to move under war and competitive conditions, and

Whereas, The Texas grain dealers were performing their natural and normal service of receiving from the farmers and dealers the wheat of the new crop and distributing same to the millers of the country, the old crop having been exhausted when the new crop moved, and

Whereas, The Texas grain dealers in the performance of the above described service were suddenly and without adequate notice confronted with the selection by the President of a Price Fixing Committee, who fixed the price of wheat at about sixty cents (60c) per bushel under the prevailing market value, and

Whereas, Simultaneously with the selection of said Price Fixing Committee, the Government assumed control of the mills of the United States, thus establishing a non-competitive market, forcing the grain dealers to sell their wheat to the mills at the fixed price, thereby sustaining heavy losses, and

Whereas, While the mills were milling the wheat bought under the above described conditions at a generous profit, said dealers were sustaining losses thereon in many cases exceeding the accumulated earnings of their entire business career, and

Whereas, By the foregoing described action the great government of the United States did a large number of its citizens a palpable injustice; therefore, be it

RESOLVED, It is the sense of the Texas Grain Dealers Ass'n in convention assembled, that it is the duty of the Government to reimburse the grain dealers losses sustained under above described conditions; be it further

RESOLVED, That a committee of seven (7) from this association be appointed by the president to assist its members in presenting their claims to the Congress of the United States; and be it further

RESOLVED, That a copy of this resolution be presented to the President of the United States, to the United States Senators and Congressmen from Texas and that the Senators and Congressmen from Texas be urged to give their assistance in having said claims presented to and paid by the United States Government.



Photo by Verkin Photo Co.

Texas Grain Dealers Ass'n at Galveston, Tex., May 23, 24, 1919.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Ft. Smith, Ark.—We are building another warehouse 50x140 ft. of brick. When completed it will give us 50,000 sq. ft. of floor space and room for 200 cars of flour and feed.—Durrett Flour & Grain Co.

CALIFORNIA

Stockton, Cal.—The Sperry Flour Co. is installing four Hall Signaling Distributors in its elvtr.

Livingston, Cal.—White-Crowell Co. incorporated; officers, W. T. White, pres. and mgr., L. E. White, vice-pres. and W. C. Close, sec'y and treas. The company will lease the Livingston Warehouse and will buy grain, beans etc.

CANADA

Grand Prairie, Alta.—J. A. Bell, grain dealer, has sold out.—B.

Montreal, Que.—A. P. Bruneau, grain dealer, has been registered.—B.

St. Lambert, Que.—J. E. Brossard & Co. Regd., grain dealers, have dissolved.

Clairmont, Alta.—The elvtr. of the Alberta Pacific Grain Co. Ltd. was burned recently.—B.

Belleville, Ont.—James A. Richardson, well known grain dealer of Winnipeg, was married to Muriel Sprague of this city.—B.

Winnipeg, Man.—A bill prohibiting speculation in grain and other food products on Canadian grain exchanges, has been prepared by the Manitoba Grain Growers Ass'n.—R.

Leader, Sask.—The Golden Grain Co. Ltd., Saskatchewan Co-operative Elvtr. Co. Ltd. and the Sterling Elvtr. Co. Ltd., suffered fire loss. The circumstances point to incendiarism.—B.

Ottawa, Ont.—The need of an interior terminal elvtr system for Western Ontario was pointed out by G. H. Clark, Dominion Seed Commissioner, before the com'te on Agriculture. Donald Sutherland advocated a Government elvtr. at Toronto. The matter was referred to a sub-com'te.—B.

Toronto, Ont.—W. D. Matthews of W. D. Matthews & Co. passed away on May 25. He was also president of the Consolidated Mining & Smelting Co., Kingston & Pembroke Railway and Canada Foundry Company; was vice-president of the Dominion Bank, Canada Permanent Corporation, Confederation Life Association and Toronto Electric Light Co. as well as a director of several other companies. He was born in 1850 and entered the grain business with his father when 23. He served as chairman of the Eastern Grain Standard Board in 1897 and as a member of the Grain Survey Board in 1904. In 1892 and 1896 he was a delegate to the Imperial Commercial Congress in London, Eng.—B.

COLORADO

La Salle, Colo.—The La Salle Co-operative Exchange has bot the elvtr. of the Western Grain Co. and will do a general grain, feed and coal business.—D. H. Friend, mgr.

Weldon, Colo.—We have purchased the elvtrs. at this place and at Orchard from the Colorado Bean & Grain Co. We also contemplate building an elvtr. at Goodrich. Our company is composed of farmers thruout the Weldon Valley. The main office is located at Weldon.—Weldon Valley Grain & Bean Co., H. W. Young, sec'y and gen. mgr.

IDAHO

Ririe, Ida.—Jefferson Milling & Elvtr. Co. incorporated; capital stock, \$50,000.

Jerome, Ida.—We will build a 40,000-bu. capacity tank here.—David Robbins, mgr. Farmers Grain & Milling Co., Salt Lake City, Utah.

Grainville, Ida.—Thomas Bros. are equipping their elvtr. with Hall Signaling Distributors.

Burley, Ida.—The Burley Mill & Feed Co. has let the contract for a new concrete elvtr., 25,000-bu. capacity, to the Burrell Engineering & Construction Co.

Preston, Ida.—The Carpenter Coal Co. has sold its interest to the Inter Ocean Mill & Elvtr. Co., of Denver and San Francisco. The new company will build an elvtr. Mr. Carpenter will still be with the company.

ILLINOIS

Girard, Ill.—P. S. Carter & Co. will install a Boss Air Blast Car Loader.

Nilwood, Ill.—The Nilwood Grain Co. will install a Boss Air Blast Car Loader.

Gays, Ill.—J. W. Moberly & Sons have installed a Boss Air Blast Car Loader.

Bethany, Ill.—Thos. W. Abrams will equip his elvtr. with a Hall Signaling Distributor.

Barnett, Ill.—The A. B. W. Community Elvtr. Co. will install a Boss Air Blast Car Loader.

Ludlow, Ill.—The Ludlow Grain Co. is remodeling its elvtr. and adding new oats bins.

Atwater, Ill.—The A. B. W. Community Elvtr. Co. will install a Boss Air Blast Car Loader.

Canton, Ill.—Work on the new elvtr. being built for the Farmers Elvtr. Co. has commenced.

Chester, Ill.—There is no farmers' elvtr. here, as has been erroneously reported.—Gelston Milling Co.

Springfield, Ill.—The Illinois House of Representatives has passed the Noble bill concerning structural engineers.

Wadham, Ill.—I understand there is a change being made at this place.—Agt., The B. P. Hill Grain Co., Lena, Ill.

Stonington, Ill.—We are planning to change our power from steam to electricity.—Aylward & Zeigler Grain Co.

Petersburg, Ill.—The Junction Grain Co. has bot the Charter Oak elvtr. of C. C. Frackelton. A new grain drier is being installed.

Washington, Ill.—John A. Andrews and Theo. Roehm, members of the Washington Mill & Elvtr. Co., have dissolved partnership.

Cheney Grove, Ill.—The elvtr. of the Cheney Grove Elvtr. Co. is being overhauled and put in shape for handling grain, coal and feed.

Harrisburg, Ill.—The Harrisburg Grain Ass'n will build a large elvtr. this season. Lewis Owens of Crossville has been selected as mgr.

Fairview, Ill.—Mrs. M. N. Van Liew, wife of the grain dealer, is at home again after a course of treatments in a sanitarium at Peoria.

Saybrook, Ill.—The Cheney Grove Elvtr. Co. of Cheney Grove has taken over what is known as the East End elvtr. Warren C. Watkins is mgr.

Niantic, Ill.—Arthur Pritchett of the Pritchett Grain Co. has sold its elvtr. to C. L. Lewis of Springfield. Mr. Frederick of Springfield is mgr.

Abingdon, Ill.—The Abingdon Milling & Cattle Feeding Co. will erect an elvtr. on the north side of its present building. It will be 50x28.

Springfield, Ill.—By a vote of 95 to 23, Representative Meents' bill revising the motor vehicle law of the state was passed by the house.

Bulpitt (Kincaid p. o.), Ill.—The Farmers Grain Co. is negotiating for the elvtr. of T. B. Young & Co., but if they do not get it, will probably build.

Walshville, Ill.—Walshville Farmers Grain & Livestock Co. incorporated; capital stock, \$15,000; incorporators, T. M. Barlow, Otto Hauser and Arthur Hoisington.

Troy, Ill.—The contract has been let by the Troy Grain Co. for a new \$18,000 concrete elvtr. which will be built on the site purchased of Mrs. Emma Hindmarch.

Carthage, Ill.—I am building a 20,000-bu. concrete elvtr., fireproof thruout. The building is being erected by the Newell Construction Co.—James McCarty.

McLean, Ill.—Wm. N. Ewing is in charge of the elvtr. which we recently bot from the Adrich Grain Co.—Funk's Grove Grain Co., C. F. Welch, mgr., Funk's Grove.

Emden, Ill.—We have sold our elvtr. to the Emden Farmers Grain Co., giving possession June 1. Wm. Konnick will be mgr.—Chas. Miller, M. L. Hellman & Co.

Sycamore, Ill.—W. F. Murphy has sold 1 elvtr., corn crib and seed warehouse to the Sycamore Farmers Elvtr. Co. recently organized. It will take possession July 1.

Niantic, Ill.—Frank Osborne of Decatur succeeds G. W. Morrison as mgr. of the Farmers Elvtr. here. Mr. Morrison has taken a more lucrative position in Kewanee.

Colona, Ill.—Work has been started on the new elvtr. being built by the Colona Farmers Grain Co., recently incorporated. The building is to be completed in 70 days.

Watseka, Ill.—We will install a new Fairbanks 6-ton scale. We expect to have our new office completed by the first of July.—H. W. Bell, Watseka Farmers Grain Co.

Youngstown, Ill.—P. M. Soule, who was hired as mgr. for the Farmers Elvtr. Co., resigned before taking the place and I have been employed in his place.—W. H. Shoop.

Ridgefarm, Ill.—W. F. Banta, retired grainman, who has been in failing health for several months, underwent a surgical operation at Lakeview Hospital, Danville, recently.

Lafayette, Ill.—We are installing a new 10 h. p. motor in our elvtr. and will put on new buckets as soon as we get time.—C. F. Laubert, mgr. Lafayette Co-operative Elvtr. Co.

De Kalb, Ill.—Edw. Conlin has incorporated with a capital of \$60,000 to carry on grain, hay and feed business. He has an elvtr. here and at Cortland and has bot one at Maple Park.

Morrisonville, Ill.—The Morrisonville Farmers Grain Co., which was incorporated in 1909, has dissolved and surrendered its charter. Oscar Mundhenke was pres. and H. L. Vancil, sec'y.

Grand Ridge, Ill.—We are planning to build an 80,000-bu. concrete elvtr. with 3 legs, dumps and car puller.—Grand Ridge Co-operative Grain & Supply Co., W. A. Pegram, mgr.

Lafayette, Ill.—Thos. Hoadley has sold his lumber business to the Farmers Co-operative Grain Co. This grain and lumber business was bot of Jos. Potter in 1903 by Scott & Hoadley.

Astoria, Ill.—Astoria Farmers Grain & Service Co. incorporated; capital stock, \$30,000; incorporators, J. E. Mummert, Frank Beaty, J. E. Stephens, Ross Shawver and I. C. Johnson.

Rumpler, Ill.—F. E. Fenters has accepted the management of the Farmers Grain Co. For some time he has been mgr. for the Zorn Grain Co. at Ogden, Ill. The change is to be effected July 1.

Morrison, Ill.—The newly organized Farmers Elvtr. & Supply Co. has incorporated; capital stock \$100,000. The incorporators are R. A. Norrish, B. F. Hoover, S. N. James, Jos. Bush and J. S. Craig.

Gladstone, Ill.—I have bot the elvtr. of P. H. Weigand and the scales and office at Lone Tree Switch, Ill. Mr. Weigand retiring from the grain business. Possession was given May 20.—Wm. Daugherty.

Colmar, Ill.—The new Colmar Farmers Elvtr. Co. has chosen the following directors: Benton Ayleshire, Benj. Morrow, James Myers, Wm. McCutchan, Geo. Fuller, Jas. Wybrant, and James D. Fall.

Bucks sta. (Heyworth p. o.), Ill.—R. F. Yates has sold the elvtr. which he recently bot from Geo. Arnold and son Joseph to W. E. Eethel and C. E. Swearingen, immediate possession being given.

Bloomington, Ill.—C. F. Scholer bid \$60,000 for the mill and elvtr. of L. E. Slick & Co., at the bankruptcy sale of the property, May 10. The bid, which is only about 3/4 of the appraised value of the property, was accepted subject to the approval of the referee in bankruptcy which has been secured. The personal property brot close to \$10,000.

Alworth, Ill.—I have remodeled my elvtr. replacing the wood siding with galvanized iron. Have also put in new foundation and cement pit as the old one was broken down by overloading.—L. N. Bowman.

Chenao, Ill.—Boughton Bros. of Wellington have bot an interest in the grain business of Graham & Bennion, Mr. Bennion leaving in the fall. W. W. Boughton will move to Chenao and will be the active mgr.

Mechanicsburg, Ill.—The Farmers Grain Co. is completing an up to date elvtr. The company is just incorporated with a capital of \$10,000, the incorporators being Wm. Heiss, Fred Bell, Elvin Coe and F. A. Bucker.

McNabb, Ill.—I have been mgr. for the McNabb Grain Co. since April 1, succeeding W. A. King. Prior to that date, I was mgr. for the Grand Ridge Co-operative Grain & Supply Co. at Grand Ridge.—Carl Koch.

Shirley, Ill.—The Shirley Farmers Elvtr. Co. now owns two elvtrs. and will increase its capital stock. A stock of lumber will be added, and a shed will be built. Reorganization under the joint stock plan is being discussed.

Tuscola, Ill.—Fred Rose, of the Hitch-Rose Grain Co., has bot from James McNeill what is known as the Fred Hackett property and will occupy it as a home. The property consists of a large modern house and an acre of ground.

Covell, Ill.—Directors of the newly organized Farmers Grain Co., are: A. H. Springer, W. B. Campbell, S. C. Beeler, C. E. Barclay and H. C. Dixon. A number of Bloomington people are interested in the company. Grain, coal, lime, salt, etc., will be dealt in.

Littleton, Ill.—Directors of the newly organized Farmers Grain Co. are: W. L. Runkle, H. D. Sellers, G. E. Neely. The latter is also treas. Negotiations are pending for the purchase of the Bader & Co. elvtr., but if a deal cannot be made, a new elvtr. will be erected.

Farmersville, Ill.—The Farmersville Co-operative Elvtr. Co. appealed to the State Public Utilities Commission against the Illinois Public Service Co. of Mattoon, protesting against having to make a deposit before the Service Co. would extend its electric wires to serve the elvtr.

DeLand, Ill.—The new addition which J. B. Porterfield is building to his elvtr. will be as high as the main building, 25 x 28, on a concrete foundation. It will hold 30,000 bus. and increase the capacity of the plant to about 60,000 bus. He is also building a concrete engine room.

Wataga, Ill.—The report that an elvtr. was burned here, was erroneous. The elvtr. burned was at Altona. It was an old building owned by the Houghton Lumber Co. which expected to use it for handling coal. Some coal handling machinery in the building was destroyed, causing a loss of \$2,000.

W. E. Culbertson of Delavan has been re-appointed sec'y and Wm. R. Bach of Bloomington attorney for the Illinois Grain Dealers Ass'n. Members of the Arbitration Com'te are the same as last year: H. A. Hilmer, Freeport, chairman; J. W. Radford, Chicago; and C. F. Scholer, Bloomington.

Ipava, Ill.—B. C. Stoops has been elected pres. and P. J. Fleming, vice-pres. and A. Weber, sec'y of the recently incorporated Farmers Elvtr. Co. Besides the officers, the directors are T. L. Barrett, Otis Foster, Wm. Roddis and Charles Bumgardner. The erection of an elvtr. is contemplated.

Verona, Ill.—The Verona Farmers Elvtr. Co., incorporated; capital stock, \$15,000. Officers: C. H. Fellingham, pres.; R. J. Glenn, sec'y and treas. Other directors are M. A. Stitt, Fred Finch, J. B. Knibbs and Mack Walsh. The company will handle grain, coal, lumber, flour, feed, etc. It may buy the old elvtr.

Decatur, Ill.—The A. E. Staley Starch Co. has closed a deal for the purchase of the East End plant of the American Hominy Co. which adjoins its property on the north. There are three acres of ground and the elvtrs. and mill buildings have a storage capacity of a quarter of a million bushels. The Hominy Co. has removed practically all the machinery and the new owners will immediately begin using it for the storage of corn. The erection of additional buildings to cost between two and three million dollars is also said to be contemplated. Geo. E. Chamberlain, supt. of the plant, has been elected to the board of directors.

Clinton, Ill.—S. F. Denny of Gibson City is in charge of the offices which Rockwood & Harry, of Gibson City, correspondents for Jas. E. Bennett & Co. Chicago, opened recently. Fred F. Githens, for the past two and a half years mgr. of the E. B. Conover Grain office of Decatur is operator for the new concern. S. L. Rhodes is in charge of the Conover office.

Marseilles, Ill.—Officers elected by the newly incorporated Marseilles Grain & Supply Co. are: Pres., W. E. Kiner; sec'y., John A. Kelson; treas., S. R. Lewis. The company has bot the F. S. McCormick elvtrs. and the elvtr. of J. S. Maloney and now own all the elvtrs. in Marseilles. They took possession June 7. Mr. Jarvis of Grant Park will be mgr.—F. J. McCormick.

Bluffs, Ill.—Bluffs Farmers Elvtr. Co. incorporated; capital stock paid up, \$11,000; officers, Clarence McCaleb, pres.; C. E. Merris, vice-pres.; N. J. Moore, sec'y and treas. other directors, Henry Kilver, H. J. Ratigan and Geo. H. Heirman. They hope to have everything in readiness to handle grain by fall whether they build an elvtr. or not, by unloading from wagons to cars.

New members admitted to the Illinois Grain Dealers Ass'n are: R. L. Rathbun, Meadows, Ill.; Community Elevator, Hillview, Ill.; G. M. Duzenbery, Fairbury, Ill.; Wm. R. Evans Grain Co., Indianapolis, Ind.; Wheatly Grain Co., Humboldt, Ill.; Perry Springs Grain Co., Chambersburg, Ill.; W. E. Gabel, Elvaston, Ill.; Tiskilwa Grain Co., Tiskilwa, Ill.; Walter M. Browne, Memphis, Tenn.; Hunter, Robinson Milling Co., St. Louis, Mo.; Farmers Grain Co., Charlotte, Ill.

Glasford, Ill.—The Glasford-Banner Farmers Elvtr. Co. has been organized with \$25,000 capital. It is made up of Fulton and Peoria County farmers. It will do a general seed and grain business operating three elvtrs. The main office will be at the present Lightbody elvtr. which the company will take over; a second elvtr. will be located at Bell's Landing and another at McKay Landing at the mouth of Scott Lake. Work on the one at Bell Landing will soon begin and it will be completed in time for storage of this year's grain.

CHICAGO NOTES.

E. W. Dennis is now connected with Thomson & McKinnon.

Moses Rothschild has re-engaged in the grain commission and shipping business and will soon make an announcement to the trade.

Ed Flemming will leave Requa Bros. to cast his lot with the Adolph Kempner Co. as traveling solicitor in Northern Iowa, Southern Minnesota and South Dakota.

E. W. McClintic has been appointed office mgr. of the Kansas City Branch of Thomson & McKinnon. He has been a telegraf operator in the office of Harris, Winthrop & Co.

The six new telephone stations recently erected opposite the corn pit were auctioned off by Sec'y J. R. Mauff for an aggregate premium of \$9,300. The rental is \$250 a year with an installation cost of \$40.

An advance in commission rates on grains and provisions for future delivery, effective June 1, was voted by the Board of Trade, the vote being 760 to 457. The new rates were published in full on page 891 of the May 25 Journal.

James Ryan is not manager of the cash grain department of John E. Brennan & Co., as incorrectly stated. For a year he has been in the employ of Mr. Brennan, who personally manages the handling of all cars consigned to him.

The following officers have been elected by the Board of Trade Fellowship Club: Pres., John Spellman; vice-pres., Will O'Brien; sec'y and treas., Wm. Fenton; directors, Art. Weinert, T. Costello, A. J. Flynn, Jimmie O'Connell and George O'Connell.

The marriage of Miss Marjorie O'Brien, daughter of Thos. O'Brien, chief grain buyer for Clement, Curtis & Co. and Wm. V. Kelley, Jr., occurred May 27, without the formality of notifying their friends beforehand. They are living at the home of the groom's parents.

Frank P. Logan, mgr. of the grain department of King, Farnum & Co., of Kansas City, has accepted a similar position for the firm at their Chicago office, beginning June 1. Mr. Logan has been a member of the Kansas City Board of Trade for 23 years, and has made application for membership on the Board of Trade here.

An involuntary petition in bankruptcy has been filed in the U. S. District Court by the Omaha Alfalfa Milling Co., Omaha, Neb., to have Geo. B. Currier, a flour dealer and storage warehouse owner of Evanston adjudged a bankrupt. It is charged that Currier committed an act, in bankruptcy in preferring the claim of \$229 of one Louis Livingston.

The U. S. Engineer's office has been instructed to take the necessary steps to deepen the rock section of the Calumet River which will make it safe for boats capable of navigating the balance of the improved channel. The new Northwestern Elvtr. operated by the Armour Grain Co. will be aided. The cost of blasting out the rock section may be \$250,000.

The following have been elected to membership in the Board of Trade: J. P. Berger, E. J. Kuh, Jr., J. McCreely and E. A. Bauvais, Jr., Arthur E. Woodard, Axel Hansen of Chicago and C. O. Lamy of St. Louis. Louis Goodman has made application for membership. The following have been transferred: Geo. A. Aylesworth, Fred E. King, Jno. A. Tiedeman, W. R. Kirk, Hart Taylor, T. B. Teasdale and Wm. Ewald. Last sales of memberships were \$8,-875 net to buyers.

K. P. Kimball of the Kimball-Martindale Co. of Bay City, Mich. has bot the flour mill at Clearing, Ill., of the Washburn-Crosby Co. of Minneapolis for \$75,000. The property consists of a tract containing over 75,000 sq. ft. with a three-story mill, a one story warehouse containing about 25,000 sq. ft. which is served by the Belt Ry. on both sides. The mill was built in 1918, but owing to the close of the war, its use was discontinued. It will now be used for the storage and distribution of beans, peas and cereals.

The violation of rules com'te of the Board of Trade rules that in all transactions where the purchase or sale of cash grain was made contingent upon the price ruling for future delivery and where the purchase or sale of the future delivery is at once accomplished by one party to the contract turning over to the other party to the contract the future delivery transaction, the collection and payment of a brokerage is not involved and should be waived. Should the purchase or sale of grain for future delivery upon which the cash transaction is based be executed in the open market, then all such business for future delivery shall be subject to the regular rates of brokerage as prescribed in the rule.

INDIANA

North Salem, Ind.—A new elvtr. is to be built here.

Lake, Ind.—Collins & Swallow will install a Boss Air Blast Car Loader.

Galveston, Ind.—The Urmston Grain Co. will build an addition to its elvtr.

Mt. Vernon, Ind.—The Home Mill & Grain Co. will install a Randolph Drier.

Cammack, Ind.—The Farmers Co-operative Co. is planning to build an elvtr.

Lebanon, Ind.—I will be mgr. for the Boone Grain & Supply Co.—R. G. Wilkinson.

Logansport, Ind.—A Farmers Co-operative Elvtr. is being organized. It will be capitalized at \$100,000.

Pittsboro, Ind.—We have painted our elvtr. and are thinking of putting in a new feed grinder.—N. A. Wall.

Delphi, Ind.—We will retire from the grain business, at least for awhile, having sold our elvtr.—Kerlin & Lane.

Markleville, Ind.—The Markleville Grain Ass'n has bot the elvtr. of W. H. Aiman, the consideration being \$44,000.

Bluffton, Ind.—The Studabaker Grain & Seed Co. has begun remodeling its elvtrs. here preparatory to adding a new line.

San Pierre, Ind.—Fred Arndt owns the grain business here and operates under his own name.—G. T. Morrow, Tefft, Ind.

Roanoke, Ind.—The Mardenis Equity Exchange will build an elvtr. here soon.—C. A. Settling, Mardenis Equity Exchange.

Stone Sta. (Winchester p. o.), Ind.—The elvtr. of Cox & Stafford instead of being repaired will be replaced with a new one.

Sullivan, Ind.—E. S. Crowder is building a new 5,000-bu. elvtr. which will be completed in time for the new crop. It is so constructed that one man can handle 5,000 bus. of grain daily.

North Manchester, Ind.—A movement is on foot to organize a Farmers Elevator Co. here. If it succeeds, an elevator will probably be built.

Worthington, Ind.—Hays Milling & Grain Co. incorporated; capital, \$100,000; directors, Joe Hays, Paul H. Ingersoll and Lloyd P. Hayes.

La Fontaine, Ind.—The Farmers Co-operative Elevator Co. has bot the elevator of J. C. F. Martin & Sons. Ben Bannister is acting mgr.

Spikerville, Ind.—The Farmers Elevator Co. has decided to build an entirely new elevator rather than to remodel any of the old buildings available.

Rich Valley, Ind.—Andrew Ireland of the Farmers Co-operative Elevator Co. is a director in the newly organized People's Co-operative Store.

Montpelier, Ind.—Joy E. Tewksbury, who has been employed at the H. L. Walker elevator, has resigned to take a similar position at Van Buren.

New Carlisle, Ind.—New Carlisle Grain Co. incorporated; capital stock, \$25,000; incorporators, A. R. Brummitt, sr., F. C. Zeck and Frank Walker.

Connersville, Ind.—Fayette Grain Co. incorporated; capital stock, \$50,000; directors, Clarence O. Wise, Benj. F. Thiebald and Earl H. Crawford.

Sweetser, Ind.—The Farmers Co-operative Co. incorporated; capital stock, \$50,000. Directors are F. H. Tippey, Ira Whitlock and John N. Miller.

Chatterton (Attica p. o.), Ind.—Ross Halgren has bot the interest of Mr. Thompson in the elevator of the Chatterton Grain Co. here and is now mngr.

Lafayette, Ind.—W. B. Foresman Grain Co. incorporated; capital, \$20,000; directors, W. B. Foresman, Elmer M. Truman and John P. Foresman.

New members in the Indiana Grain Dealers Ass'n are Tocsin Farmers Elevator Co., Tocsin, Ind., and J. S. Sellars, Fairland, Ind.—Chas. B. Riley, sec'y.

Hoagland, Ind.—The Farmers Co-operative Co. incorporated; capital stock \$20,000; directors, Martin N. Hoffman, J. F. Fackler and H. C. Grotian.

Auburn, Ind.—The Auburn Grain, Hay & Coal Co. incorporated; capital, \$20,000; directors, Leonard Yoquelet, Grace L. Yoquelet and Peter Haines.

New Santa Fe (North Grove p. o.), Ind.—Weeks Bros. of the Canal Elevator Co. have sold their elevator to the newly organized Farmers Co-operative Co.

Earl Park, Ind.—Farmers Elevator Co. incorporated; capital stock \$50,000; directors, Geo. Benner, Theo. Anstett, Valentine Krick and Frank Hardebeck.

St. Paul, Ind.—The 30,000-bu. elevator being erected for the Nading Grain Co. is nearing completion, the wet weather having interfered greatly with the work.

Lincoln, Ind.—The Lincoln Elevator Co. has organized by electing the following officers: Pres., Lora Wilson; vice-pres., J. W. Sounders; sec'y., E. B. Kitchel; treas., Oscar Miller.

Fountaintown, Ind.—Our officers are: Pres., W. J. Hungate; vice-pres., Chas. Binford, Carthage, Ind.; sec'y, Will Reese, Fountaintown. V. B. Hungate, mgr.—Hungate Wholesale Co.

Cambridge City, Ind.—I still have my elevators at Straughn and New Lisbon. I am making an effort to dispose of them and retire from business, but will operate them until I can sell.—J. S. Hazelrigg.

Kitchel, Ind.—We have sold our entire business, elevators here and Boston, to the Buckeye Elevator & Grain Co. of Eaton, O., which also operates an elevator at Witt.—H. L. Gardner, sec'y., Kitchel's Elevator Co.

Huntington, Ind.—The Huntington Equity Exchange is building a four-story steel building, 36x48 ft., which will be ready for business in August. It will cost \$16,000. Later, lines other than grain will be handled.

McGrawsville, Ind.—The wife of Charles Sharp, owner of the elevator at this point, and their son Russell, together with a friend, Mrs. W. F. Shively, were run down by a trial engine on the Fort Wayne Division of the Pennsylvania R. R. while riding in an automobile. Both ladies were badly injured, but the young man was more fortunate, being only slightly hurt.

Kouts, Ind.—I have sold my plant here to the Kouts Elevator Co. with Chas. Ray as mgr. He has been mgr. for the Farmers Elevator Co. at La Cross for three years. I have owned the plant for 15 years, but will retire now.—J. J. Overmyer.

Centerville, Ind.—The Farmers Co-operative Co., recently incorporated, is making repairs on its elevator, including new bins, which will almost double its capacity, a new office, roof, an addition on top and the installation of new automatic scales.

Rich (Converse p. o.), Ind.—The elevator of the Woodbury-Elliott Grain Co. has been taken over by the Farmers Grain & Supply Co. of Swayzee which is getting control of several elevators in this section. Clyde Rich, former owner, will continue to farm and raise stock.

Swayzee, Ind.—The Farmers Grain & Supply Co. is a newly organized concern which has a coal yard here, elevators at Herbst, Coles Station and Rich. Directors are: J. A. Peterson, Clyde Rich, Glenn Allen, John Shinu, Robt. McGibbon, John Frantz, and James Curless. Gild Haines is sec'y.

Sheridan, Ind.—Charles Smith, formerly postmaster at Westfield is now mgr. for the Farmers Co-operative Grain Co. which recently took over the elevator of Arza Smith. Mr. Smith has had experience in the business having been connected with the Goodrich elevator. Elmer Teter will be bookkeeper.

Van Buren, Ind.—J. E. Tewksbury of Montpelier is mgr. for the Farmers Equity Exchange which is erecting a new elevator here. The concrete work on the new building has been completed and it is expected that it will be completed by the first of July. Feed, coal and livestock will also be handled.

Lucerne, Ind.—The Lucerne Farmers Co-operative Elevator Co. incorporated, capitalized at \$50,000. Ira Maudlin is pres., Hurd Burton, sec'y, and Walter Walker, treas. If possible, the Oganda elevator will be bot by the new company. If it can not be bot at a reasonable figure, then a new one will be built to handle the coming crop.

Delphi, Ind.—We have bot the Kerlin & Lane elevator. A partnership has been formed with the following members: Wilbert Whiteman, Grover C. Whiteman, Jay L. Whiteman, James C. Smock, Wm. M. Campbell and Wm. E. Browne, under the firm name of Whiteman Bros. & Co. We will put in the best clover seed cleaner that's to be had and probably a feed store.—Whiteman Bros.

Oakville, Ind.—We expect to do a general elevator business when we get our new house completed and will carry all side lines usually carried by elevators. We have not yet hired a mgr. The officers of our company, which was recently organized, are: Pres., C. M. Holsinger; vice-pres., A. B. Ross; sec'y, Grover C. Cochran; and D. L. Wright; other directors, Charlie S. Kern, Clay V. Pierce, Wm. Burcaw, C. V. Peckinpugh and Levi Bunner.—G. C. Cochran.

Elkhart, Ind.—Farmers Co-operative Grain & Mercantile Co. incorporated; capital stock, \$50,000; officers, G. R. Page, pres.; Jas. Dummire, vice-pres.; J. G. McKee, sec'y, and Willis Bby, treas. The company plans to build an elevator soon and later to erect a custom feed mill and corn shelling machine. The organization is represented by the following granges: Blue Grass, Fairview, South Prairie, Maple Ridge, Baugo, California, Zion, Success and Cleveland.

Peru, Ind.—We have sold our elevator at Santa Fe to the Farmers Co-operative Elevator Co. of that place and our Peru house to the Farmers Co-operative Elevator Co. of Peru. W. B. Weeks who was a partner in the old Canal Elevator Co. will be mgr. of the Peru house. As yet, a mgr. for the Santa Fe house has not been selected. Weeks Bros., former owners of the Canal Elevator Co.'s houses will continue in the coal business here under the name of Weeks Bros. Coal Co. F. W. Weeks will be mgr.—Canal Elevator Co.

By an arrangement between the Indiana Grain Dealers' Ass'n and the state and federal authorities, a series of meetings will be held throught the state where representatives of the Department of Grain Standardization will demonstrate the necessity of grain grading. Dates and places of meetings follow: Lafayette, June 16; Logansport, June 17; South Bend, June 18; Fort Wayne, June 19; Muncie, June 20; Indianapolis, June 23; North Vernon, June 24; Vincennes, June 25; Evansville, June 26; Terre Haute, June 27.

Osgood, Ind.—A Farmers Co-operative Elevator Co. has been organized here. It is probable that a building will be erected.

INDIANAPOLIS LETTER.

The midsummer meeting of the Indiana Grain Dealers Ass'n will be held July 2 at 10 a. m. instead of at the earlier date first announced. The Indiana Millers Ass'n will meet July 1.

Springer-McComas Grain Co. incorporated; capital, \$6,000; directors, Wm. D. Springer, J. A. McComas, and Mabel K. Springer. The company will build a new elevator which will be equipped with two Randolph Grain Driers.

IOWA

Lenox, Ia.—I have sold my elevator.—W. Whalen.

Stanton, Ia.—The Farmers Elevator Co. will bot a new clay block house.

Elmo, Ia.—The Farmers Union is building a 22,000-bu. studded house.

Roland, Ia.—The Farmers Co-operative is adding lines other than grain.

Tennant, Ia.—T. L. Cook is again mgr. of the Farmers Grain & Mercantile Co.

Onawa, Ia.—The Farmers Elevator Co. is installing two Trapp Auto Truck dumps.

Thayer, Ia.—We have bot the grain business of Crandall & Florha.—F. J. Taylor Co.

West Liberty, Ia.—J. P. Henson is sec'y of the recently organized Farmers Exchange.

Emerson, Ia.—A. B. Cady of Malvern will bot after the elevator of Gund & Sein at this place.

Cedar Falls, Ia.—The Farmers Co-operative Elevator Co. has bot a Hall Signaling Distributor.

Hampton, Ia.—The Farmers Elevator Co. has installed a Hall Signaling Distributor in its elevator.

Plum Creek, (Algona p. o.), Ia.—The Farmers Elevator Co. has completed the remodeling of its plant.

Doon, Ia.—The Farmers Elevator Co. is installing new machinery and otherwise remodeling its houses.

Shenandoah, Ia.—The Farmers Co-operative Exchange is building a 40,000-bu. elevator. It is 80 ft. high.

Thompson, Ia.—The Farmers Co-operative has equipped its elevator with a Hall Signaling Distributor.

Britt, Ia.—The Farmers Elevator Co. is installing Howe Automatic Truck Scales, and an auto truck dump.

Lake Mills, Ia.—The Eckman Chemical Co. of Omaha, Neb., has bot the elevator belonging to Ed Brattrud.

Berne, Ia.—The contract for our elevator has been let to the Younglove Construction Co. Berne Elevator Co.

Essex, Ia.—The Farmers Co-operative Exchange will equip its new elevator with two Hall Signaling Distributors.

Halfa, Ia.—The elevator of F. J. Peterson is being remodeled. A new leg, manlift and automatic scale are being installed.

Oakland, Ia.—I am mgr. of the Farmers Co-operative Co. which succeeded the Oakland Grain & Coal Co.—J. S. Campbell.

Leighton, Ia.—We are operating the elevator we bot of J. E. Vanderzyl under the name Synhorst & Son.—Richard Synhorst.

Alta, Ia.—The Farmers Elevator Co. will bot a cement elevator 26 ft. in diameter and 60 ft. high with a capacity of about 30,000 bus.

Lewellen, Ia.—A new co-operative company has been organized capitalized at \$50,000. It will deal in grain, livestock and general merchandise.

Granger, Ia.—The Farmers Elevator Co. has increased its capital stock from \$5,000 to \$10,000. John Sharrin is pres. and T. J. Taylor, sec'y.

Konigsmark, Ia.—Konigsmark Grain Co. incorporated; capital stock, \$10,000; officers, R. Murrel, Jr. pres. and Wm. Behler, sec'y.

Grundy Center, Ia.—The Farmers Co-operative Elevator Co. is installing an automatic scale in the top of the elevator. An electric lift has been put in.

Vail, Ia.—F. L. North has bot a third interest in the Vail Mill & Elevator Co. and the lumber and coal business of North Bros. will be combined with that of the mill company making but one firm in Vail.

Baxter, Ia.—The Clark Brown Grain Co. is requiring its elvtr., building a new office and altogether making it into a modern plant.—W. T. Thorp, mgr.

Vining, Ia.—I have bot the elvtr. here formerly operated by Charles E. Hrabak. I did not buy an elvtr. at Elberon as reported.—M. Rucker, Gladstone, Ia.

Traer, Ia.—R. C. Wood is pres. and F. J. Childs sec'y of the Farmers Elvtr. Co. which recently bot the two elvtrs. of Marr & Young. I am mgr.—W. E. Young.

Hawarden, Ia.—Robert Nolan has purchased the old elvtr. of the C. F. Noble Grain Co. I understand he intends to improve it.—John D. Lowers, agt., McCaull-Webster Elvtr. Co.

Atlantic, Ia.—Gund & Sein who own the elvtr. of Emerson, have purchased a line out of this place. A. Sein who has been in charge at Malvern will move here and take the management.

Cora (Fonda p. o.), Ia.—Geo. Moulton has bot the contract for remodeling his plant. A new leg belt, cups, auto truck dump and rope drive are some of the new equipment that will be installed.

Herndon, Ia.—The Armour Grain Co. has sold its elvtr. and lumber yards at this station to the newly organized Farmers Grain & Lumber Co. Possession was given June 1. A. C. Wooding, agt. Armour Grain Co.

Randolph, Ia.—Landowners in this vicinity have organized the Co-operative Elvtr. Co. and have elected the following officers: Pres. C. H. Fichler; vice-pres., Edward Blakely; sec'y., L. O. Clark; treas., H. J. Fichler.

Buck Grove, Ia.—S. J. Reiff is building a room on his lot which I will rent and use for storage of shorts, bran, oil meal, tankage, etc. I expect to begin handling these as soon as the building is completed.—H. G. Scott.

Estherville, Ia.—I have purchased an interest in the Slaughter-Burke Grain Co. of Sioux Falls, S. D. and have charge of its office here. I have a private wire to Chicago and am correspondent for Simons, Day & Co. of Chicago.—F. E. Albertson.

Indianola, Ia.—A Farmers Co-operative Elvtr. Co. has been organized. Temporary officers are: J. M. Houghtaling, pres.; R. S. McKee, sec'y., directors, Louis Shupert, T. D. Nyswonger, J. W. Reynolds, C. A. Duncan, O. P. Hamilton and Frank Lester.

Masonville, Ia.—We have purchased the elvtr. on the L. C. formerly operated by Wm. Behan. Possession was given June 1. An automatic shipping scale will be installed and an electric motor will replace the present gasoline power.—Gifford-Matthews Co., Cedar Rapids.

Anita, Ia.—The new 25,000-bu. elvtr. being built here by the Kunz Grain Co. of Wesley, Ia., to take the place of the one burned last winter is nearing completion and will be ready for operation in about three weeks. It is 25 x 20 and 45 ft. high. M. Milhollin will be mgr.

Conway, Ia.—The Farmers Co-operative Co. has let the contract for a 24,000-bu. elvtr. It has also bot the building of J. M. Franetz which will be used for storage and distributing depot. The elvtr. which is to be of frame covered with galvanized iron will be completed by July 1.

Cedar Falls, Ia.—The Farmers Co-operative Exchange is building a new elvtr. and warehouse. The officers are Roger Leavitt, pres., F. C. Platt, vice-pres., W. J. Peddicord, sec'y and mgr., H. I. Brown, ass't mgr., John Lemmer, mill supt.—Waterloo & Cedar Falls Union Mill Co.

Traer, Ia.—The Farmers Elvtr. Co. has bot and is making improvements on an elvtr. The building is being covered with galvanized iron, a new office built and the driveway widened. An automatic scale and an auto truck scale will be installed. It is understood that the elvtr. on the Northwestern tracks will be rebuilt.

Des Moines, Ia.—A Board of Trade has just been organized by 40 of the prominent grain, feed and meat agencies. The government will establish a weighing and inspection department. No quarters have yet been secured, but the exchange is expected to be in operation within the next month. The membership fee is \$500. Clark Brown is pres.

Algona, Ia.—The Bowles-Billings-Kessler Grain Co. has been succeeded by the Bowles-Kessler Grain Co., Mr. Billings retiring. The company has its headquarters at this place, but also operates elvtrs. at Marshalltown and four other points. E. A. Bowles of Algona is general mgr. and B. F. Kessler of Marshalltown is the other member of the firm.

Lakewood, Ia.—The elvtr. of the Farmers Elvtr. Co. has been given an overhauling and the storage space has been increased to 35,000 bus. The office has had added to its equipment a typewriter, an adding machine and a safe. The company sells coal, mill feeds and twine.

SIoux CITY LETTER.

The price of memberships on the Board of Trade has been raised from \$2,000 to \$3,000.

E. P. Dickinson, at present auditor for the Atlas Elvtr. Co., will have charge of its office here after July 1.

Edw. C. Prescott and J. S. Eales formerly with the Slaughter-Burke Grain Co. have opened offices in the Grain Exchange Building for the Godfrey-Blanchard Grain Co., Minneapolis.

Applications for membership on the Board of Trade have been made by the following: Martens & Ketels Milling Co.; Bel-Hunting & Co., W. H. Harter and the Terminal Grain Corporation.

Memberships in the Board of Trade have been issued to The Western Terminal Elvtr. Co., the Terminal Grain Corporation and the Quinn-Shepherdson Co., the latter of Minneapolis, the certificates costing \$3,000.

Sioux City, Ia.—E. W. Wagner & Co. having closed their office at Webster City, H. G. Sharpe has been transferred from Webster City to take charge of the office at Fort Dodge; and J. D. King, for three years at the Fort Dodge office will become assistant mgr. at Sioux City.

Bell-Hunting & Co. is the style of a new firm which will open offices in the Grain Exchange Bldg. July 1. Members are F. H. Hunting who has been in charge of the office of the Atlas Elvtr. Co. here and W. M. Bell of Milwaukee. Mr. Hunting will have charge of the Sioux City office.

KANSAS

Olpe, Kan.—The Farmers Elvtr. Co. is building here.

Lashmet, Kan.—The Varner Mercantile Co. is building an elvtr.

Saxman, Kan.—The Leonard Mill & Elvtr. Co. is building an elvtr.

Cambridge, Kan.—An elvtr. will be built by the Cambridge Elvtr. Co.

Vermillion, Kan.—T. F. Smith will install a Boss Air Blast Car Loader.

Mulberry, Kan.—Jones & Spencer are enlarging their elvtr. and feed store.

Ada, Kan.—The Jackman Roller Mills will install a Boss Air Blast Car Loader.

Wetmore, Kan.—I have sold my elvtr. and removed to Waco, Neb.—L. M. Pratt.

Stafford, Kan.—The Stafford Grain & Supply Co. is installing a grinder.—R. P. Krum.

Waterville, Kan.—The H. A. Whiteside Grain Co. will install a Boss Air Blast Car Loader.

Sylvia, Kan.—The Sylvia Grain & Supply Co. will install a 50-h.p. Fairbanks Morse engine.

Furley, Kan.—The Farmers Grain Co. has bot the new elvtr. of the Clark Burd Grain Co.

Stilwell, Kan.—The Stilwell Farmers Union Co-operative Ass'n incorporated; capital, \$20,000.

Salina, Kan.—A meeting of members of farmers co-operative companies will be held here June 18.

Emporia, Kan.—We are building a new elvtr. here to be completed by June 10.—C. W. Hoyt & Son.

Arnold, Kan.—Julius Huxman has let the contract for a 10,000-bu. elvtr. to the White Star Co.

Liberty, Kan.—The Liberty Grange, recently organized, has bot the elvtr. of the Bowen Milling Co.

Dilwyn, Kan.—J. R. Nelson has succeeded J. W. Brown as mgr. of the Dilwyn Grain & Supply Co.

Cheney, Kan.—Gus Oswold of the O. K. Grain Co., Hutchinson, has purchased the Clark Burd elvtr.

Beverly, Kan.—The name is M. Chamberlain and not Chamberlain & Co. any more.—M. Chamberlain.

McPherson, Kan.—The McPherson County Farmers Union Co-operative Business Ass'n incorporated; capital, \$200,000; incorporators, Carl E. Clark, C. W. Thompson and O. Anderson.

Murdock, Kan.—The Murdock Equity Union Co-operative Exchange incorporated; capital stock, \$10,000.

Partridge, Kan.—The Partridge Mill & Elvtr. Co. incorporated; capital stock, \$30,000. It will build an elvtr.

Pittsburg, Kan.—The Kelso Grain Co. is building an addition to its mill and making the main building higher.

Shook, Kan.—The Farmers Elvtr. Co. has bot the elvtr. of Charles Burle and will take possession June 1.

Belpre, Kan.—Wm. Dell will be mgr. of the West Elvtr. which is managed by the Reno Milling Co. of Hutchinson.

Garden City, Kan.—The Farmers Elvtr. Co. is building a new 10,000-bu. elvtr. The White Star Co. has the contract.

Elkhart, Kan.—We contemplate installing a new engine in our elvtr.—J. L. Davis, mgr. Elkhart Equity Exchange.

Zimmerdale (Hesston p. o.), Kan.—The Newton Milling & Elvtr. Co. is building a 25,000-bu. elvtr. here.—G. E. Morris.

Hamlin, Kan.—The 16,000-bu. elvtr. of the Farmers Co-operative Union is just completed. A. F. Roberts did the work.

Cairo, Kan.—The Cairo Co-op. Union's 15,000-bu. elvtr., being built by the Burrell Eng. Co., will be completed July 1.

Zenith, Kan.—E. W. Elmore, agt. for the Kansas Flour Mills Co. of Wichita, will soon be transferred to another point.

Abilene, Kan.—Our new 50,000-bu. storage will be completed by July 1.—The Mid-West Milling Co., H. D. Bartlett, mgr.

Hope, Kan.—The Farmers Union has bot the elvtr. of Emil Brunner for use this year. Later, it will build an up-to-date house.

Ransom, Kan.—The S. & D. Mercantile Co. has let the contract to the White Star Co. for the erection of a 10,000-bu. elvtr.

Haven, Kan.—The Farmers Grain Co. contemplates installing a roller feed mill and an electric motor. Ira Fisher is mgr.

Burdett, Kan.—R. M. Norris & Son have built a 17,000-bu. elvtr. on the Santa Fe R. R. The old elvtr. burned in Jan. 1917.

Wilbur (Lamont p. o.), Kan.—A 20,000-bu. concrete elvtr. is being erected for the Farmers Union by the Burrell Eng. Co.

Haggard, Kan.—H. A. Buell, formerly with the Co-operative Exchange is now mgr. for the Farmer's Grain, Coal & Supply Co.

Randall, Kan.—J. R. Nulty of Smith Center and C. W. Bradshaw have bot the elvtr. of the Hart-Bradshaw Lumber & Grain Co.

Iola, Kan.—The Newton Milling & Elvtr. Co. is remodeling its elvtr. here to bring it up to 25,000 bus. capacity.—G. E. Morris.

Phillipsburg, Kan.—C. H. La Rue is mgr. of the coal and grain business of Henry Finch which he purchased of H. B. Reynolds.

Higgins, Kan.—I have sold my elvtr. to Collins & Patton, both members of the firm being Higgins men.—T. T. Ward, Wichita, Kan.

Lincoln, Kan.—We have sold our elvtr. here to the Farmers Grain Co.—Lincoln County Farmers Union Business Ass'n, J. W. Wilson mgr.

Home City, Kan.—The plant of the Farmers Co-operative Exchange is being repaired and the dump is being enlarged. J. M. Hart is mgr.

Inman, Kan.—The 70,000-bu. concrete elvtr. being erected by the Burrell Eng. Co., for Enns Milling Co., will be ready to receive the new crop.

Joy Station, Kan.—The Farmers Grain & Supply Co. of Greensburg is erecting a 10,000-bu. elvtr. The White Star Co. is doing the work.

De Soto, Kan.—We have bot the interests of the Gordon Grain Co. and will operate as the De Soto Elvtr. Co.—C. W. Morse and J. W. Baker.

Colony, Kan.—Colony Elvtr. Co. incorporated; capital stock, \$20,000; officers, W. S. Boseman, pres., and H. R. Rhodes, sec'y and mgr.—H. R. Rhodes.

Wichita, Kan.—The Woodside Grain Co. has recently been formed to conduct a general cash grain business by J. A. Woodside, formerly of the Woodside-Smith Grain Co., and E. M. Elkin, formerly of the Simonds-Shields Grain Co. and later with the Food Administration.

Galt (Geneseo p. o.), Kan.—The Geneseo Grain Co. of Geneseo will build a 10,000-bu. elvtr. here. The White Star Company has the contract.

Chase, Kan.—The 45,000-bu. concrete elvtr. being built for the Farmers Co-operative Elvtr. Co. by the Burrell Eng. Co. is approaching completion.

Ottawa, Kan.—Earl L. Reed of Louisburg is mgr. of the elvtr. which the Farmers Co-operative Co. recently purchased of the W. S. Williams Grain Co.

Arcadia, Kan.—The headquarters of the Kelso Grain Co., which recently bot the elvtr. of W. D. Konantz, is at Pittsburg, Kan.—W. L. Walker, mgr.

Beagle, Kan.—The Farmers Co-operative Elvtr. Co.'s 10,000-bu. concrete elvtr. will be completed July 1. The Burrell Eng. Co. is doing the work.

Milo, Kan.—We have sold our elvtr. here to the C. E. Robinson Grain Co., of Salina.—Lincoln County Farmers Union Business Ass'n. J. W. Wilson mgr.

Newton, Kan.—We are building an additional storage warehouse, 2 stories and of 30 to 40 car load capacity.—G. E. Morris, Newton Milling & Elvtr. Co.

Spearville, Kan.—Fred M. Smith, formerly mgr. of the Wright Co-operative Exchange at Wright is now mgr. for the Farmers Grain & Supply Co. here.

Wellington, Kan.—The Hunter Milling Co. has recently purchased elvtrs. at Belle Plaine, Medicine Lodge, Oxford and Furley, all in the state of Kansas.

Wilson, Kan.—The A. J. Elvtr. Co. will remodel its building, putting in a new leg, boot and make other improvements. A. F. Roberts has the contract.

Navarre, Kan.—The elvtr. for the Farmers Elvtr. Co. is a 20,000-bu. studded house to be equipped with an automatic scale, cleaner and auto truck scale.

Viola, Kan.—We have decided to enter the coal and implement business and are making arrangements for buildings.—Viola Grain Co., O. E. Case, mgr.

Hartford, Kan.—Carpenter & West succeed R. D. Carpenter & Co. Members of the partnership are R. D. Carpenter and C. D. West.—Carpenter & West.

Elk City, Kan.—The C. R. Long Grain Co. has bot the Rea Patterson Milling Co. elvtr. on the M. P. R. R. This gives the Long Co. two elvtrs. at this station.

Newton, Kan.—The Goerz Flour Mills Co. has just completed a 170,000-bu. reinforced concrete elvtr. The Burrell Engineering & Construction Co. did the work.

Mercier, Kan.—The new elvtr. of the Germantown Grain & Supply Co., which is being built by A. F. Roberts, will be ready for business in about ten days.

McPherson, Kan.—The 24,000-bu. concrete elvtr. being erected for the Wall-Rogalsky Mfg. Co., by the Burrell Eng. Co., will be ready to receive grain next week.

Denmark, Kan.—We have sold our elvtr. here to the Denmark Farmers Elvtr. Co., of Vesper.—Lincoln County Farmers Union Business Ass'n. J. W. Wilson mgr.

Junction City, Kan.—The Hogan Milling Co. is building a 50,000-bu. reinforced concrete elvtr. The Burrell Engineering & Construction Co. has the contract.

Radium, Kan.—W. L. Smith, formerly mgr. for the Farmers Elvtr. Co. at Whiteside (Hutchinson p. o.), is now mgr. for the Kansas Farmers Grain & Supply Co.

Atchison, Kan.—C. M. Sheehan, formerly with the Blair Milling Co., is now mgr. of the cash grain dept. of the Orthwein Matchette Co., succeeding C. L. Warren.

Eudora, Kan.—The Farmers Union contemplates erecting an elvtr. here this summer.

Belle Plaine, Kan.—The Hunter Milling & Elvtr. Co. is improving its plant.

Harper, Kan.—The Harper Flour Mills will build an addition to its plant and may add more storage room. They will also install a 150-h.p. Fairbanks Morse Engine.

Brookville, Kan.—We have sold our elvtr. and expect to get back into the game again, but will be in no hurry. We hope the government gets out of the grain business soon so small dealers can have a little show.—W. F. Hinerman & Son.

Aulne, Kan.—The farmers here are forming a company and will either buy the elvtr. of our company or build a new one.—T. M. Stinchcomb, agt. Stevens-Scott Grain Co.

Hazelton, Kan.—We will re-side and re-roof our elvtr. here with galvanized steel, raise tower to facilitate loading, install new belts and cups.—Vance Grain Co. Corwin.

Juniata (Westfall p. o.), Kan.—We have sold our elvtr. here to the Juniata Farmers Elvtr. Co., of Beverly.—Lincoln County Farmers Union Business Ass'n. J. W. Wilson, mgr.

Sanford, Kan.—The Cooper Grain Co., owned by Fred Cooper, formerly with the Co-operative Elvtr. Co. at Garfield, has leased the Sam Arnold elvtr. and will take possession June 1.

Selden, Kan.—The Selden Farmers Union Elvtr. Co. will remodel its plant. It will have new foundation bin bottoms, a larger driveway and a dump. A. F. Roberts will do the work.

Jetmore, Kan.—F. C. Owens is now mgr. for the Co-operative Elvtr. Co. He is overhauling the elvtr. and displacing the gas engine with a motor. He will install large wagon scales.

Peabody, Kan.—The Peabody Flour Mills, owned by J. O. Moffett, have been taken over by J. L. Ford of Shawnee, pres. of the Shawnee Milling Co., and F. I. Johnson of Holyrood.

Formoso, Kan.—We are building a new coal house divided in four bins, with concrete floors, and expect to build a warehouse this season.—Jewell Co-operative Ass'n, S. G. Mahaffey, mgr.

Belle Plaine, Kan.—The Belle Plaine Mill & Elvtr. Co., for which J. G. Fay is mgr., has completed its studded elvtr. and will have it ready for operation when the new crop begins to move.

Maize, Kan.—The Farmers Elvtr. Co. has let the contract to the White Star Co. for a 12,000-bu. elvtr. W. W. Fulkerson formerly with Clark Burd in Kansas City will manage the business.

Ogden, Kan.—The Clark Grain, Lumber & Coal Co., newly incorporated for \$50,000, will succeed S. P. Clark; incorporators, S. P. Clark, Ray McChesney of Ogden, and James Clark of Manhattan.

Anthony, Kan.—We are replacing steam power with a 40-h.p. motor in the plant we recently bot of the Geoffray Grain Co.—Anthony Farmers Co-operative Elvtr. Co., E. A. Jones, mgr.

Perry, Kan.—R. A. Yost has sold his interest in the Farmers Elvtr. Co. at Medina, Newman, Grantville and Williamstown and has taken a position with the Clovis Mill & Elvtr. Co., at Clovis, N. M.

Kincaid, Kan.—We have built a small elvtr. of frame construction to which we will add concrete storage bins as needed. The building is practically ready for the machinery.—Hensley & Brosius.

Durham, Kan.—The Durham Grain Co. is building a new 30,000-bu. elvtr. on the site of the old one which has been torn down. Expect to have it completed in time for the new crop.—D. A. Eichenour, mgr.

Greenleaf, Kan.—W. P. Calloway will build a 16,000-bu. elvtr. with concrete bin bottoms, automatic scale, auto truck scale, cleaner and sheller. Excavating has already begun. A. F. Roberts has the contract.

Brookville, Kan.—We are not going to build an elvtr. but have bot the one owned by W. F. Hinerman which we expect to operate under the name of the Farmers Union Co-operative Co.—Thos. L. Carney, pres.

Sylvia, Kan.—The Kansas Flour Mills Co. of Wichita has a 6,000-bu. elvtr. here which is closed as there is no agt. I understand from other dealers that the railroad company has ordered the elvtr. removed from the right of way and that the owners are trying to sell it for junk.—Cal.

Zenith, Kan.—The Zenith Grain, Live Stock & Merc. Co., for which J. A. Falen is mgr., is building an addition to its elvtr., comprising an extension on the driveway side which will provide for 3 more bins, all of which will spout to the dump. The cupola is also being raised, the house sided with corrugated galvanized iron, and minor repairs being made. Minor repairs are being made in the elvtr. of the Red Star Mfg. Co. E. W. Elmore, who is agt. for the Kansas Flour Mills Co., will be transferred to Rozel, where he was formerly agt. for the Company, early in June. Some repairs are also being made by this firm.

Sylvia, Kan.—The Larned & Sylvia Milling & Grain Co., made a change in the corporate name only. It operates a 100,000-bu. elvtr. and mill. R. Romer is mgr.—Cal.

Hutchinson, Kan.—The Hugoton Elvtr. Warehouse Co. has taken over 5 elvtrs. of the Liberal Elvtr. Co., located at the following stations: Liberal, Minneola, Ford and Joy (Greenburg p. o.), Kan., and Guymon, Okla.

Wamego, Kan.—The Farmers Co-operative Mill & Elvtr. Co., capitalized at \$100,000, will take possession, June 16, of the plant purchased of the Lord Milling Co. A mgr. has not been chosen.—H. E. Smith, acting mgr.

Hunnell, Kan.—The Farmers Elvtr. & Exchange Co. is building an up to date elvtr. which will have 12 bins, sheller, cleaner, auto scale, etc. A warehouse 20x36 ft. is also being erected together with coal bins. J. D. McClean & Co. have the contract.

Bloom, Kan.—The Gould Grain Co., of Burlington, has let contract to the White Star Co. for the erection of an 18,000-bu. studded elvtr. here. Its equipment is to include a 15-h.p. Fairbanks Morse Type "Z" Engine, a cleaner, and a 150-bu. Richardson Automatic Scale.

Iola, Kan.—I am building a 10,000-bu. elvtr. and expect to be ready to handle the new crop. A company is in process of organization which will probably be known as the Iola Mill & Elvtr. Co. The plans were furnished by the White Star Co.—Glen D. Finney.

Stark, Kan.—We have had some difficulty with the railroad in regard to site, but this has been agreeably settled and work is progressing on our elvtr. here and also on the one at Kimball.—The Erie Farmers Union Co-operative Business Ass'n, H. D. Collins, agt.

Lone Star, Kan.—Douglas County members of the Farmers Union are discussing the erection of a new elvtr. A site has already been secured. It is near the Gibson Mill on the river bank. The elvtr. will have a capacity of 60,000 bus. and will cost in the neighborhood of \$15,000.

Lawrence, Kan.—The Bowersock Milling & Power Co. has bot nine Trapp Auto Truck Dumps to be installed in its elvtrs. at Fairview, Okla.; Cherokee, Okla.; Kiowa, Kan.; Murdock, Kan.; Cheney, Kan.; Hazelton, Kan.; Adair, Kan.; and Sterling, Kan., and in its plant at this place.

Derry Sta. (Bluff City p. o.), Kan.—The Farmers Union Co-operative Business Ass'n is incorporated; capital stock, \$25,000; incorporators, L. E. Thompson and Ira Shaw of Derry Station, R. 2, and C. M. Lewis, R. 1, Bluff City. The company has taken over the elvtr. of the Berry & Metz Co.

Wellsville, Kan.—The Farmers Union Co-operative Business Ass'n is erecting a 16,000-bu. elvtr. J. W. Mowrey has been engaged as mgr. Arthur Gingrich is pres. W. H. Murphy, sec'y. A warehouse will be built upon completion of the elvtr. as the company will engage in other lines of business eventually.

Salina, Kan.—A meeting to be held in Wichita for the purpose of forming an organization of Interior Boards of Trade, will be attended by J. E. Hindman, newly elected sec'y. of the Salina Board of Trade; J. Q. Lynch, mgr. of the Weber Flour Mills Corporation and E. C. Robinson of the Robinson Grain Co. as representatives of the Salina Board of Trade.

Spring Hill, Kan.—We have formed an elvtr. company known as the Farmers Union of Spring Hill Co-operative Ass'n. The officers are: F. D. La Rosh, pres.; Thos. Williams, vice-pres.; Ralph H. Wedd, sec'y.; A. C. Stiles, treas. We have not employed a mgr. but have a 16,000-bu. elvtr. well under way and expect to be ready for the wheat.—Ralph H. Wedd, sec'y.

Halstead, Kan.—The City Elvtr. belonging to the Halstead Mfg. & Elvtr. Co., has undergone a general overhauling. A new corn mill has been added for grinding corn flour, corn meal and feeds, capacity 10 brls. per hr. Five G. E. motors are being used varying in h. p. from 5 to 30. Howe scale in use and a Trapp auto truck dump will be installed.—Chris Ortmanns, mgr.

Manhattan, Kan.—We are building a modern 20,000-bu. elvtr. and warehouse of concrete all fireproof, equipped with modern machinery for both preparation and elevation of ground feeds besides handling grain, we do a wholesale and retail business in flour, feeds, hay, coal and conduct an implement business and grocery store.—Farmers Union Co-operative Ass'n, L. D. Arnold, mgr.

Hazelton, Kan.—Chas. R. Osborne, 52 years old, and an employe at the Wallingford elvtr. was killed recently by a Missouri Pacific train. He was driving his car home from Alva, Okla., and had the side curtains on. His son, who was behind him driving another car, thinks his father did not see the train. He ran into the engine and the automobile turned over several times. Mr. Osborne was thrown under the engine and was dead when the conductor reached him. He is survived by two sons and a sister. The body was brot to Wichita for burial.

WICHITA LETTER.

The Norris Grain Co. will reopen its office here with A. Huttig in charge.

Fred C. Dymock has been appointed mgr. for the Armour Grain Co., Will L. Brown having resigned on account of poor health.

Geo. Koch has returned to the grain business in this city and reopened the office of the Geo. Koch Grain Co. in the Sedgwick Bldg.

E. K. Neveling, one of the pioneer grain dealers of this city, has accepted a position on the road with the Fuller Grain Co. of Kansas City.

F. D. Bruce, of Bruce Bros. Grain Co., has sold his membership on the Board of Trade to A. B. Schaeffer and his office furniture to his former mgr., L. E. Raymond.

The Victory Flour Mills Co. will build a 1,000-bbl. flour mill in North Wichita this season. E. F. Beyer of the Beyer Grain Co. is pres.; D. R. Brooks of the Brooks Grain Co., vice-pres.; John Madden, sec'y and treas. The company is capitalized at \$500,000.

The Kansas Milling Co. is adding four stories to its warehouse bringing it up to the full height of the mill building. In this will be placed larger flour bins, the newly equipped laboratory and miller's office and will also include flour and feed storage space.

KENTUCKY

Louisville, Ky.—Oscar Farmer, jr., died recently of heart trouble. He was a member of the firm of Oscar Farmer & Son and has been in the grain business here for the past 20 years. He was 40 years old.

Nicholasville, Ky.—Incendiary suspects are under bond awaiting action of the grand jury in connection with the burning of our grain warehouse. The loss was \$18,000, insurance \$9,000.—The C. T. Ashley Co.

Covington, Ky.—The grain and hay warehouse of Fedders & Son burned recently causing a loss of about \$40,000. The cause is thought to have been spontaneous combustion. The blaze apparently originated in a large consignment of hay stored in the building.

LOUISIANA

New Orleans, La.—The W. L. Richeson Co., Inc., has been organized to conduct an export freight brokerage, forwarding and general service business in all correlated lines, its activities beginning July 1. The personnel of the company is as follows: W. L. Richeson, pres. and mgr. of the New Orleans office, is now mgr. of the New Orleans office of the Wheat Export Co., Inc., and prior thereto was chief grain inspector and weighmaster of the New Orleans Board of Trade; M. E. Whitehead, sec'y. and treas., who will be asst. mgr. of the New Orleans office, also with the Wheat Export Co., has been cashier and accountant of the Food Administration Grain Corporation at New Orleans; John B. Sanford, mgr. of the grain department, is at present mgr. of the grain department of Jefferson D. Hardin, jr., New Orleans, and has been sec'y to the chief grain inspector and weighmaster of the New Orleans Board of Trade; J. B. Donegan will be mgr. of the cargo department. He is now chief clerk at the New Orleans office of the Wheat Export Co. and has been associated with the grain and cargo department of the J. H. W. Steele Co., New Orleans. Geo. M. Leininger will be mgr. of the sacked goods department. He is in charge of a similar department in the New Orleans office of the Wheat Export Co. and has been in charge of the import and export traffic at Stuyvesant Docks, New Orleans, operated by the Illinois Central Ry.

MARYLAND

Preston, Md.—The Eastern Shore Brokerage & Commission Co. incorporated; capital stock, \$100,000, to do a general commission and brokerage business. Incorporators are G. W. Woolford, Alex. Nobel, W. M. Wright, S. E. Douglas, J. W. Payne, Robt. Jarrell, jr., and F. R. Owens.

BALTIMORE LETTER.

A. R. Dennis of Dennis & Co. has been elected a member of the New York Produce Exchange.

Herbert Sheridan, traffic mgr. of the Merchants & Miners Transportation Co., is an applicant for membership in the Chamber of Commerce.

C. Emmerich Mears, W. Read Wiest and Benj. Frisch of Baltimore, and A. S. Jackson of Chicago have been posted for membership in the Chamber of Commerce.

Leonard C. Isbister, resident mgr. of the Bolle-Watson Co., grain exporters of New York and other points, has made application for membership in the Chamber of Commerce.

MICHIGAN

Okemos, Mich.—Farmers here are planning the organization of a Farmers Elvtr. Co.

Albion, Mich.—The Albion Farmers Elvtr. Co. bot elvtrs. at Marengo and Eckford, Mich., owned by F. E. Nowlin Co., Ltd.

Fowler, Mich.—The Farmers Co-operative Elvtr. Co. will buy or build an elvtr. in the near future. The company has been incorporated for \$50,000. We have purchased three acres of ground and will be doing business by Sept. 1.—The Farmers Co-operative Elvtr. Co., Theo. Bengel, sec'y.

Jackson, Mich.—We have increased our capitalization to \$60,000; our officers are: L. A. White, pres., succeeding W. A. Wagner, who resigned; Jas. A. Parkinson, jr., formerly sec'y of the Aspinwall Mfg. Co., vice-pres.; D. W. White, sec'y and treas. We are now building a three-story brick warehouse storage for 1,000 tons of feed and grain which will be finished by July 15. We will also increase our sales organization.—The Wagner-White Co., Inc., L. A. White, pres.

Jackson, Mich.—We have just purchased of S. M. Isbell & Co. their elvtr. and will take possession about July 1. This elvtr., with possibly one exception, is the best equipped bean elvtr. in the state and we intend to install grain handling equipment and storage, also complete equipment for the manufacture of mixed chicken feeds. With the increased capacity, we expect to double our Jackson bean and mixed feed business during the coming season.—Stockbridge Elvtr. Co.

MINNESOTA

Chandler, Minn.—Fred McVenes has resigned as mgr. for the Farmers Elvtr. Co.

Sleepy Eye, Minn.—The Farmers Elvtr. Co. has spent \$3,600 in improving its plant.

Mankato, Minn.—The Equity Warehouse Co. expects to buy an elvtr. Mr. Naylor is mgr.

Milroy, Minn.—The Farmers Elvtr. Co. has bot the stock of machinery of Addison Bros.

Campbell, Minn.—I am now agt. for the Winter-Truesdell-Ames Co.—J. H. Donaldson.

Harmony, Minn.—The Equity Co-operative Society has bot the elvtr. of the Armour Grain Co.

Ostrander, Minn.—The Farmers Elvtr. Co. will remodel its plant and will install new machinery.

Bronson, Minn.—The Farmers Co-operative Grain Co. has bot the plant of the Bronson Grain Co.

Northfield, Minn.—J. M. Gibbons is again mgr. of the C. O. Orr elvtr. having been in the navy for some time.

Waseca, Minn.—The Farmers Elvtr. & Mercantile Co. will repair its plant and add a cleaner and a truck dump.

Bombay, Minn.—The Farmers Co. here will remodel its elvtr. and install 2 new cleaners.—Wm. Shepard, Ruskin.

Janesville, Minn.—The Farmers Co-operative Elvtr. Co. will build an addition to its warehouse, 30x50 ft. The capital stock is now \$15,000.

Northfield, Minn.—The Northfield Farmers Elvtr. Co. will soon install a complete modern equipment including a cleaner.

Duluth, Minn.—Application has been made for the transfer of the Board of Trade membership of John F. Cross to James E. Barry.

Holt, Minn.—Work will soon begin on the 30,000-bu. elvtr. which the Red Lake Falls Milling Co. will build to replace the one burned.

Sanford, Minn.—C. E. Danielson of Langford, S. D., has bot the Mowery elvtr. He has been agt. for the Empire Elvtr. Co. here for the past three years.

Peaver Creek, Minn.—The plant of the Co-operative Elvtr. Co. has been taken over by the Beaver Creek Farmers Elvtr. Co., recently incorporated.

Duluth, Minn.—The Consolidated Elvtr. Co. is building a 1,250,000-bu. annex to its Elvtr. 'H.'—E. M. Gemmel, chief clerk, state grain inspection dept.

Minnesota Lake, Minn.—Frank Brecht, mgr. for the Bennett Grain Co., dropped dead recently while at his work at the elvtr. He had been suffering from heart trouble.

Shooks, Minn.—The Cormorant Co-operative Co. incorporated; capital stock, \$25,000; incorporators are Henry Dahlstuhl of Shooks, David Webster of Black Duck and others.

Duluth, Minn.—E. R. Balfour has been elected to membership in the Board of Trade. The memberships of Alex. Guthrie, Frank Higgins and R. M. Wolvin have been transferred.

Cold Spring, Minn.—Marcus Johnson of Willmar has purchased the Maurin elvtr. which for the past two years has been operated under lease by the Foley Milling & Elvtr. Co. of Foley.

Sleepy Eye, Minn.—A concrete and tile warehouse, 70x125 ft., will be erected by the Kansas Flour Mills Co. east of the present plant. The mill itself will be enlarged so that its capacity will be increased by 600 bbls.

Ruskin (Faribault p. o.), Minn.—The Ruskin Farmers Mercantile & Elvtr. Co. will remodel the house recently bot from the Armour Grain Co. and will install a new cleaner. Operation will begin June 1.—Wm. Shepard.

Duluth, Minn.—Members of the Board of Trade voted to adopt the change in the contract grade of barley to conform to the Minnesota grades. No. 2 is the contract grade, with No. 3 deliverable at a penalty of 5c per bu.

Frost, Minn.—I have succeeded Mr. Lund as mgr. for the Farmers Co-operative Elvtr. Co. here. Mr. Lund resigned on account of interests in the grain business in an adjoining town.—Wm. G. Meyers, formerly Wecota, S. D.

Middle River, Minn.—The Middle River Co-operative Elvtr. Co. recently organized has let the contract for a 20,000-bu. elvtr. to the C. H. Benson Co. of Minneapolis, the building to be completed by August 15.—E. J. Evans, sec'y and treas.

Sleepy Eye, Minn.—We are building a brick warehouse 70x110; also overhauling, remodeling and enlarging our mill. We are installing ten new universal bolters and a full line of cleaning machinery.—The Sleepy Eye Mills, J. W. Merrill, mgr.

Dennison, Minn.—The Dennison Co-operative Elvtr. Co. incorporated; capital stock, \$25,000. Officers are: Pres., J. E. Clifford; vice-pres., Jos. Fink; sec'y, J. O. Lysne; treas., Andrew I. Wangen. The company will buy and sell grain, cement, seeds, fuel and mill feeds.

Northcote, Minn.—The Northcote Farmers Elvtr. Co., recently organized, has chosen the following officers: Pres., Chas. Younggren; vice-pres., Thos. D. Winter; sec'y and treas., A. G. Ryder; directors, Kenneth Murray, J. W. Dunn, Robt. Sutherland and Wm. C. McIlraith.

Argyle, Minn.—The elvtr. of the National Elvtr. Co. is being emptied of all grain in order that it may undergo extensive improvements. The house which has been closed since March, will be raised, a concrete foundation will be put under and other needed improvements made before handling the new crop. A. B. Hellyer is superintending the work.

Hector, Minn.—We have put up a new coal shed 62 x 22 ft. and have installed an automatic coal conveyor. This doubles our capacity. The conveyor is electrically driven and is used to unload the coal from cars. Our elvtr. and cleaner are also electrically operated, the motors having been installed last fall.—Farmers Grain Exchange Co., V. C. Meyer, mgr.

Owatonna, Minn.—The Farmers Co-operative Elvtr. & Mercantile Co. has added a feed mill. A. C. Anderson is mgr.

MINNEAPOLIS LETTER.

The Hagen Grain Co. has been admitted to membership in the Chamber of Commerce.

Geo. C. Gee has applied for a license to represent the G. E. Gee Grain Co. on the road.

Walter Stanger will leave Nye-Jenks & Co. to accept a position with the Itasca Elvtr. Co. at Duluth.

The Farmers Elvtrs. Commission Co. incorporated; capital stock, 250,000; incorporators, B. H. Larson, Fred Blake and J. S. Tolverson.

Minneapolis quotations will be posted in Buffalo, New York, Boston and Baltimore, according to recent arrangements. Other large markets will be included later.

The memberships of H. P. Watson, and I. L. Stair in the Chamber of Commerce have been posted for transfer, the former to Henry Rang and the latter to C. J. Martin.

The following memberships in the Chamber of Commerce have been posted for transfer: From Geo. A. Hokanson to A. C. Andrews; G. P. Harding to T. Harry Van Every; M. J. O'Brien to F. C. Thomas.

The following memberships in the Chamber of Commerce have been transferred: From R. A. Dinsmore to A. W. Durrin; H. F. Salyards to F. H. Higgins; E. R. Woodward to E. J. Crahen; Guy Blanchard to Z. K. Stacks; A. C. Andrews to E. F. Bosworth.

Hans Thompson will represent Randall, Gee & Mitchell as traveling representative; L. P. Gannon, the Tenney Co.; A. W. Anderson, the Hagen Grain Co.; and J. L. Ewing the Brown Grain Co. A. W. Pick has applied for a license to represent the Gee-Lewis Grain Co.

The Chamber of Commerce will erect a 12-story building on the site of the old one to cost about \$810,000. It will be completed in the summer of 1920. The present trading room will be enlarged by the addition of 50 ft., the cost to be \$57,000. Work of remodeling the room will begin immediately.

The United States Cereal Co. will build a fireproof brick and concrete mill house, 60 x 160 ft., six stories in which will be installed machinery for a 3,000-bbl. flour mill. Later, an addition will be built and other buildings will be erected for the manufacture of all kinds of breakfast foods. The mill will be located between the office building and the elvtr.—W. D. McLean, pres.

MISSOURI

Speed, Mo.—The Farmers Ass'n is building an elvtr. here.

Blackwater, Mo.—Lee O'Neal is building an up to date concrete elvtr.

Clarence, Mo.—J. M. Wine & Co. will install a Boss Air Blast Car Loader.

Imperial, Mo.—The Nanson Commission Co. will install a Boss Car Loader.

Peculiar, Mo.—W. E. Smith will install a Hall Signaling Distributor in his elvtr.

Concordia, Mo.—J. S. Klingenberg & Son will install a Boss Air Blast Car Loader.

Vandalla, Mo.—The Farmers Elvtr. & Supply Co. is building a new up to date elvtr.

Eldon, Mo.—The Farmers Mill & Elvtr. Co. has bot the plant of the Eldon Roller Mills.

Bernie, Mo.—R. E. Dees is building an elvtr. here which will be ready for the coming crop.

Bunceton, Mo.—The Farmers Elvtr. Co. has begun the erection of a new elvtr. to cost \$17,500.

Bates City, Mo.—The Bates City Elvtr. Co. has been incorporated with a capital stock of \$10,000.

Gilmore, Mo.—We are building a new elvtr. here.—Elmer Schramm, mgr., Farmers Grain & Supply Co.

California, Mo.—The Farmers Elvtr. Co. now owns the elvtr. of A. L. Finley, the price paid being \$10,000.

La Mine, Mo.—The elvtr. of the Boonville Mills Co. has been leased by W. G. Weekley who will operate it.

Blackwater, Mo.—The elvtr. of the Boonville Mills Co. has been leased and will be operated by J. J. McCoy.

Nelson, Mo.—The Farmers Co-operative Grain Co. which is building a new elvtr. is recently incorporated, capitalized at \$20,000.

Shelbyville, Mo.—The Farmers Elvtr. Co. is building a cribbed house. It will have 8 bins. A brick warehouse, 24x60 ft. is also being erected.

Fairfax, Mo.—The Fairfax Farmers Supply Co. incorporated; capital stock, \$10,000; incorporators, J. M. Thompson of Tarkio and I. R. Hodgkin of Fairfax.

Carrollton, Mo.—The Farmers Grain & Supply Co. incorporated; capital stock, \$12,000. It has bot the elvtr. of J. J. Wiggins which is nearing completion.

Clarence, Mo.—The Clarence Grain Co. which bot the elvtr. and coal sheds here has employed James Melson of Lentner as mgr. and he will take charge June 16.

Waynesville, Mo.—The Waynesville Mill & Elvtr. Co. will incorporate with capital stock of \$10,000. The company will remodel its flour mill and build an elvtr.

Willard, Mo.—The Green County Farmers Ass'n has bot the elvtr. of A. J. Eisenmayer which will probably also take over an elvtr. and warehouse at Ash Grove.

Gilliam, Mo.—The Farmers Co-operative Ass'n. has bot the elvtr. of the Gilliam Mill & Elvtr. Co. which has been operated by Geo. M. Bowler. Consideration was \$10,000.

Booneville, Mo.—The Booneville Mills Co. is making a number of improvements on its plant. It is installing a railroad track scale, overhead wagon dump and otherwise overhauling it.

King City, Mo.—We have bot and will operate the elvtr. of Albert Van Meter. We will conduct a grain, feed and coal business.—Farmers Union Elvtr. Co., E. A. Hobson mgr.

Barnett, Mo.—Barnett Farmers Elvtr. Co. incorporated; capital stock \$20,000; officers: A. H. Jordan, pres.; J. M. Parks, vice-pres.; J. D. Bradshaw, sec'y. and treas.; M. B. Runyon, mgr.

Paris, Mo.—J. Patrick and others are building a studded elvtr. of 6,000-bu. capacity. It will have an auto scale and will be operated by electric power. J. C. McClean & Co. had the contract.

Holliday, Mo.—The McCan Elvtr. Co. is building a cribbed elvtr. with 8 bins, auto scales, cleaner and sheller. It is also building a tile block warehouse 28x68 ft. 14 ft. high. J. C. McClean & Co. have the contract.

Brunswick, Mo.—Tony Miller & Co. are remodeling their elvtr. The new equipment will include a new wheat cleaner, Richardson scale, grain conveyor and new spouting. J. C. McClean & Co. are doing the work.

Lamar, Mo.—Plans are now ready for the new elvtr. which Thos. Egger will build to replace the one burned. It will be 74 ft. high; the warehouse will be 16 x 64 ft. and the workhouse the same dimensions. There will be four tile tanks 16 x 49 ft.

Lebanon, Mo.—Our elvtr. has a capacity of 7,000 bus. with machinery that will handle 1,000 bus. per hour. The building is 75 x 100 ft. and is built of brick. It is a combination of elvtr. and warehouse. We will handle all kinds of feeds and seeds as well as grain.—Farmers Elvtr. & Mercantile Co., L. A. Hoke, pres.

New charges for weighing and inspection have been issued by the state grain inspection department: Ear corn inspection, 65c. All inspections 90c per car on track or in or out of elvtrs. Reinspections, 90c per car, except where it is clearly shown that the inspector is at fault; 90c for each inspection of bulkhead cars, but only one weighing fee. One fee of 90c in and out inspection of direct transfer cars. Sacked grain 90c per car. Elvtr. samples furnished on request, 25c each. Weighing fees in or out of public elvtrs., 50c per car. Direct transfers at public elvtrs., 50c. Grain loaded in or out of wagons at public elvtrs. 20c per wagon load.

Barnett, Mo.—A. J. Gorg operated a warehouse here before 1912 and was succeeded by J. B. Routon, mgr. of the Barnett Elvtr. Co. In March, 1919, the Barnett Farmers Elvtr. Co. newly organized bot out the Barnett Elvtr. Co. However the mgrs. of the old style firm refused to give up its name, consequently we have a Barnett Elvtr. Co. also a Barnett Farmers Elvtr. Co. altho the former is not doing any active business. The plant will not be enlarged, but a new office is under construction. The officers of the company are: A. H. Jordan, pres.; J. M. Parks, vice-pres.; J. D. Bradshaw, sec'y and treas. M. B. Runyan, mgr.—Barnett Farmers Elvtr. Co.

Huntsville, Mo.—The McAfee Mill & Commission Co. of Moberly is building a 12-bin grain elvtr. A tile block warehouse 76x50, 14 ft. high is also being built. It is equipped for shells in transit, has 10-ton auto truck scales and has a fine brick office with a Howe concrete vault. J. D. McClean & Co. are doing the work.

KANSAS CITY LETTER.

E. K. Neveling will travel for the Full Grain Co.

I. Updike is now traveling in Kansas for a Hipple Grain Co.

Trading in grain privileges has been resumed by the Board of Trade brokers. Curb sessions are held daily from 2 to 2:30 p. m.

M. B. Sharp who has been serving as aviation instructor in California for six months has returned to the Moore-Seaver Grain Co. to whom he was traveling representative.

An elvtr. with a million and a quarter bu. capacity will be built here, the money to be raised by the sale of storage certificates. Owners of the certificates will be entitled to low storage rates.

The Addison-Benton Grain Co. will hereafter be known as the Addison Grain Co. For some time Mr. Benton has been an inactive member of the firm. Its new address will be Board of Trade Annex.

The Eugene Cox Grain Co. opened for business May 7. Mr. Cox has associated with him Robt. Y. Smith, a member of the Kansas City Board of Trade for many years. Mr. Cox is a member of both the Kansas City and Chicago Boards of Trade. He has had 20 years' experience in grain, having been engaged in the wholesale flour and feed business at Menasha, Ark., for 17 years and at Kansas City and Chicago for three years. He has a wide acquaintance thruout the Southwest. The company will do a receiving and shipping business and will also deal in futures.

ST. JOSEPH LETTER.

Jesse Darby, formerly mgr. of the Taylor Grain Co. here, will soon enter the employ of the Marshall Hall Grain Co. of St. Louis.

The Larrabee Flour Mills will double its capacity when the new units being added are completed. \$40,000 is being spent on the improvement of the plant.

In the suit brot by T. P. Gordon against Robt. Maget, a farmer, for the purpose of compelling the defendant to pay several checks ranging from \$80 to \$175, issued in 1916 and for margin on wheat futures resulted in a verdict for Maget.

The Marshall-Hall Grain Co. of St. Louis has taken over the lease of the Mid-West Grain Co. on the elvtr. of the Buchanan Elvtr. Co. proprietors of the Public Elvtr. Co. It is near the Larrabee Mills south of Florence. H. H. Savage is mgr. It will be operated in connection with the elvtr. in St. Louis and will be continued as a public elvtr.

ST LOUIS LETTER.

The DeArmond Grain Co. opened offices here June 1.

The Valier & Spies Milling Co. is building an 800,000-bu. elvtr.; the Kehlor Mills, one of 500,000 bus.; the Des Peres Milling Co., one of 100,000 bus. Arkansas Milling Co. is making plans to erect a 1,000,000-bu. plant this year. The W. J. Lemp Brewing Co. is offering to the grain trade its 750,000-bu. elvtr. which it no longer needs for brewing purposes.

Bernard L. Fiedeler, 26 years old and up to last January a member of the Dannen-Fiedeler Grain Co., with head offices at St. Joseph, was arrested May 28 charged with the embezzlement of \$2,400 from H. L. Dannen, St. Joseph. He is said to have admitted that he invested \$2,900 of the firm's money in a wheat deal and lost, and that he paid back \$500 of the amount. He is also charged with trading a mortgaged automobile.

MONTANA

Ryegate, Mont.—The Ryegate Elvtr. Co. will be reorganized into a Farmers Elvtr. Co.

Montague, Mont.—Wm. Stapleton of Moore is the new mgr. for the Montana Elvtr. Co.

Fairfield, Mont.—E. R. Angle succeeds me as agt. for the Gallatin Valley Milling Co.—J. M. Baker.

Perma, Mont.—The Montana Central Elvtr. Co. will build elvtrs. here and at Charlo, work to begin at once.

Lanark, Mont.—The elvtr. of the Farmers Elvtr. Co. burned May 11, it being a total loss. The origin of the fire is unknown.

Choteau, Mont.—J. M. Baker & Co. have bot the elvtr. of the Farmers Elvtr. Co. C. L. Streeter, the old agt., retires.—J. M. Baker.

Melstone, Mont.—We have bot the grain elvtr. from the Musselshell Valley Grain Co. The firm name is Melstone Grain Co.—J. H. Jessor, mgr.

Clyde Park, Mont.—Work on the new elvtr. to be built for the United Grain Growers has commenced. The estimated cost of the building is \$15,000.

Kallispell, Mont.—The Equity Supply Co. is repairing its elvtr. One of the improvements is a Howe Dump Scale furnished by the Strong-Scott Mfg. Co.

Shelby, Mont.—The Montana Grain Growers Ass'n has bot from the Montana Emporium Co. four elvtrs. located at Galata, Devon, Sweet Grass and Dunkirk.

Carter, Mont.—E. K. Veale, mgr. Equity Co-operative Ass'n, died recently, aged 56 years. The body was taken to Great Falls to await the arrival of a son from Seattle.

Norris, Mont.—The Montana Grain Growers are improving their elvtr. Among other things, they are installing a Howe Dump Scale furnished by the Strong-Scott Mfg. Co.

Stanford, Mont.—The Montana Elvtr. Co. is repairing its elvtr. at this place The Strong-Scott Mfg. Co. will furnish the equipment, including a Howe Combination Truck and Wagon Dump Scale.

Dillon, Mont.—The new flour mill of the Beaverhead Milling & Elvtr. Co. is now in operation. In addition to flour, the mill is producing mill feed, ground oats, chick feed, etc. Mr. Foss is mgr.

Great Falls, Mont.—W. S. McCormack, of Kalispell, chairman of the state elvtr. board, has announced that he board has decided to let contract for the construction of a state owned elvtr. at this point.

Ballantine, Mont.—A new 35,000-bu. elvtr. will be built here, the machinery which includes a 12-h.p. oil engine, and a Howe Combination Auto Truck and Wagon Dump Scale will be furnished by the Strong-Scott Mfg. Co.

Rapelje, Mont.—The Occident Elvtr. Co. and the McCaull-Webster Elvtr. Co. here have no cleaning machinery, but I think the new law governing elvtrs. in Montana will require them to install cleaners.—M. Blewett, agt., Star Elvtr. Co.

Edgar, Mont.—The Montana Grain Growers have started work on their new elvtr. at this place. It will be equipped with a 25 h.p. oil engine and a Howe Dump Scale, the machinery being furnished by the Strong-Scott Mfg. Co. of Great Falls.

Enid, Mont.—The elvtrs of the Occident Elvtr. Co. and of the International Elvtr. Co. burned May 26. The fire started in the Occident at noon. The cause is unknown.—A. J. Miner, agt. of the Occident Elvtr. Co., and C. A. Barnett, agt. International Elvtr. Co.

Harlowton, Mont.—Work will begin in a few days on the new 45,000-bu. elvtr., one of the 34 in the system owned and controlled by the Montana grain growers and farmers' grain selling organization with headquarters at Great Falls. The money was subscribed by the farmers. Wm. Monarty of Great Falls was the promoter.

Great Falls, Mont.—The contract for the state terminal elvtr. to be located here has been let to James Stewart & Co. It is to have a capacity of 541,000 bu. Members of the board of mgrs. who have visited various cities where terminal elvtrs. are located have made their report to the state board of examiners, after which they went to Chicago to receive competitive bids for the work. A site has not yet been chosen, but this will be done in a few days. The actual letting of the contract lies with the board of examiners headed by the governor, but the two bodies are co-operating so that the work of building may be rushed in order to complete the structure in time for at least a part of this year's crop.

NEBRASKA

Brady, Neb.—The Farmers Union is being organized.

Ogallala, Neb.—Money is being raised among farmers to build an elvtr. here.

Crete, Neb.—Some extensive improvements will be made on the plant of the Crete Mills.

Brock, Neb.—The Farmers Union Co-op. Ass'n will install a Boss Air Blast Car Loader.

Kimball, Neb.—A new mgr. will be employed by the Farmers Union Co-operative Elvtr. Co.

Oakland, Neb.—Holmquist Grain & Lumber Co. is making the excavation for a new office building.

Anoka, Neb.—V. M. Ticknor is mgr. for the Wm. Krotter Co. instead of E. F. Shook, as previously reported.

Pawnee City, Neb.—The elvtr. formerly owned by Potts & Colwell has been leased to the Farmers Elvtr. Co.

Elsie, Neb.—The Elsie Equity Mercantile Co. has sold its old elvtr. to the Velte Grain Co. Arthur Hanson is mgr.

Creighton, Neb.—The Nye Schneider Fowler Co. of Tremont has bot the elvtr. of L. E. Mann. Guy Benedict is mgr.

Adams, Neb.—Ralph R. Park is the new mgr. for the Central Granaries Co. He has just completed his course at the state university.

Broken Bow, Neb.—Chas. Wolford has bot the elvtr. of F. M. Miller. He also bot the elvtr. site and coal sheds of the Central Granaries Co.

Hastings, Neb.—Jay J. Owen will represent the Twidale-Wright Grain Co., of Kansas City, in Nebraska, Colorado and Wyoming.

O'Neill, Neb.—The contracts have been let by the Farmers Union for two elvtrs., one to be built here and the other at Page, Neb.

Ogallala, Neb.—A petition is being circulated among farmers getting their views on a proposed \$3,000,000 bond issue for road paving.

Arcadia, Neb.—J. L. Gordon is mgr. for the plant here which the Taylor Hardin Grain Co. of Loup City bot from the Wilsey Grain Co.

Bloomfield, Neb.—Louis H. Eggert, of Humphrey will be bookkeeper for the Farmers Union Elvtr. Co. and will move his family here.

Pierce, Neb.—Boche Bros., grain dealers, have added the livestock business of August Korth, who has been appointed city marshal.

Ayr, Neb.—We are in no way connected with the Ayr Grain & Supply Co. We have not hired a mgr. yet.—Ayr Co-operative Mercantile Co.

Fremont, Neb.—Excavation has begun for the new elvtr. which the Nye Schneider Fowler Co. will build on the site of the one destroyed by fire.

Exeter, Neb.—The Exeter Elvtr. Co. has bot the elvtr. of Joe Coates and has taken possession. S. G. Manning will have charge of both its plants.

Hansen, Neb.—The Farmers Grain & Supply Co., the headquarters of which are at Hastings, has bot the elvtr. of the Lexington Mill & Elvtr. Co.—S. J. Owens.

Tobias, Neb.—Herman G. Otto has bot the North Elvtr. and will tear it down, using the lumber for building on the land he recently bot from Anton Kucaba.

Dunbar, Neb.—R. A. Friend has resigned as mgr. of the Farmers Elvtr. and accepted a position as traveling solicitor for the Moore-Lawless Grain Co. of Kansas City.

Campbell, Neb.—Fred Sears has bot the interest of Chas. Everling, sr., in the firm of Gund & Everling, the new name being Gund & Sears. Mr. Sears has been mgr. of the plant.

Ithaca, Neb.—Albert Sinamark of Wahoo is the new mgr. of the Farmers Co-operative Co.'s elvtr. succeeding Fred Harden who resigned. No grain is being taken in now as the building is being repaired.

Merna, Neb.—E. M. Highley took charge of the business June 1. We are adding an oil station to handle gas and oil in car lots, all tanks being under roof.—Farmers Grain & Supply Ass'n., C. W. Layton, former mgr.

Waco, Neb.—Having sold my elvtr. at Wetmore, Kan., I have removed to this place and will operate the elvtr. of Robert Backford, proprietor of the Waco Grain & Coal Co., under the name of Jackson & Pratt, commencing July 1.—L. M. Pratt.

Omaha, Neb.—Carl Houlton who has been our wheat and rye salesman in the Omaha market has recently been appointed mgr. of our Milwaukee office. H. T. Bickel, who was formerly in charge of our Milwaukee office goes to Sioux City, Ia., and will be connected with our office at that point.—Flanley Grain Co.

Shelton, Neb.—The Grange Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, C. H. Moore, Noah Dean, Willis Moore, M. P. Hannon, F. C. Hogg, Charles Wilks and Emil Pearson. It began business June 1.

Crofton, Neb.—A stock company has been organized to take over the elvtr. of C. A. Oehlerking. Officers are: A. W. Westover, pres.; Geo. W. Parsons, vice-pres.; M. J. Mischke, sec'y.; August Gohman, treas.

Auburn, Neb.—L. L. Coryell has moved his grain offices from the First National Bank Bldg. to the Auburn Hotel. Coryell & Son are engaging in the automobile business and they wanted the grain offices near the garage.

Nebraska City, Neb.—We are not building a warehouse, as was erroneously reported, but are installing a new 10-ton auto truck scale and will install an auto dump, later in the season.—Farmers Elvtr. Co. M. L. Crandell mgr.

Mullen, Neb.—The Mullen Grain Co. will go out of business the first of July and its elvtr. will pass into the hands of the Farmers Union Co-operative Ass'n recently incorporated with a capital of \$20,000 by Carl Smith and others.

Hastings, Neb.—Representatives of the various farmers' co-operative organizations in this section have organized the Central County Farmers Union. Geo. Munroe is pres., a J. H. Singree, vice-pres., and F. W. Turner, sec'y and treas.

Grand Island, Neb.—The Farmers Educational & Co-operative Union has bot the property belonging to Dick Bros., of Quincy, Ill. The warehouse will be used and 22,000-bu. elvtr. built. The company is newly organized and no mgr. has been hired.

Dakota City, Neb.—We have bot the elvtr. of the Slaughter-Prescott Co. and will improve it some. Officers at present are W. H. Berger, pres.; E. H. Gribble, vice-pres.; M. G. Leamer, treas. and I am sec'y. As yet we have no mgr.—Elmer H. Biermann, sec'y. Farmers Grain & Supply Co.

Schuyler, Neb.—R. Heany of Minneapolis, R. H. Kessel and C. O. Cline of Omaha are all new men with the Wells-Abbott-Nieman Co. The entire plant of this company has been undergoing reconstruction at a cost of \$60,000. All the improvements will be completed in time to handle the wheat crop.

NEW ENGLAND

Boston, Mass.—Former senator Charles M. Cox, grain man on the Chamber of Commerce pursues Art as a hobby and altho an amateur, his work has received favorable mention.

West Berlin, Mass.—Mahlon A. Estabrook and son Herbert of Lancaster have bot the grain business of S. D. Carter and will move their families here as soon as school closes.

New Britain, Conn.—The Hugh Reynolds Grain & Feed Co. incorporated; capital stock, \$10,000; incorporators, Theresa H. Reynolds, Marguerite Reynolds and Hubert C. Reynolds.

Franklin, N. H.—The 2-story warehouse of the Merrimack Feed & Fuel Co. burned the morning of May 27, together with all equipment, 1,000 tons of coal, and thousands of bushels of grain. Loss, \$40,000.

Boston, Mass.—At the 11th annual meeting of the Chamber of Commerce, May 20, the following directors were elected, R. W. Boyden, Howard Conoley, H. S. Dennison, D. A. Ellis, J. T. Knowles, Everett Morse, F. S. Snyder, E. J. Frost, H. E. Bothfield and Wm. E. Jones.

Hartford, Conn.—The Eastern Federation of Grain Merchants met in annual session May 13. A number of prominent grain men were on the program. Men who had seen overseas service who made speeches were Lieut. Howard Conklin of Monroe, N. Y. of the Rainbow Division, and Lieut. Charles F. Muir of Albany, one of the 20 survivors of the original 1178 members of the Canadian Black Watch.

Taunton, Mass.—The Stanley Wood Grain Co. struck a snag when it attempted to erect an elvtr. on its property in the residential section and negotiations are pending between the company and the property owners. Mr. Wood, of the company has changed the plans of the elvtr. so that it will harmonize, architecturally, with garages in the neighborhood and has also offered to remove to another locality, if his neighbors will take the present site off his hands at a reasonable figure. The city council is considering the issuance of a building permit.

Boston, Mass.—Walter H. Foster has been appointed trustee in bankruptcy in the case of Leonard C. Daniels, grain dealer bankrupt, under bond of \$3,000.

NEW YORK

Buffalo, N. Y.—A fire caused \$2,000 damage to grain stored in the Globe Elevtr., May 19.

New York, N. Y.—The Canada-Atlantic Grain Export Co. Inc. incorporated to deal in grain, cereals and allied products; capital stock, \$300,000; incorporators, W. W. Clinch, R. M. McCauley, and J. G. Moses all of New York City.

New York, N. Y.—All officers of the Produce Exchange were re-elected June 2: Pres., Edward Flash; Walter B. Pollock, vice-pres.; Edward R. Carhart, treas.; Lyndon Arnold, W. A. Johns, L. Barstow Smull, L. W. Forbell, H. R. Howser, and B. H. Wunder, mgrs. J. S. Baldwin, S. B. Joseph, T. B. Shaffer, Chas. Wimmer, John Bohnet, jr., and P. Howard Worth inspectors of elections and Alfred Romer, trustee of gratuity fund.

Brockport, N. Y.—Wm. Dailey, for many years the largest buyer of barley and wheat in this state died recently after an illness of several months. He was born in this state in 1846 and was 73 years old at the time of his death. He began in the grain business in the late seventies handling grain for some of the Rochester firms, but soon engaged in business on his own account. He did not confine his interest to one line, but was connected with other industries. He leaves his widow, one daughter and six sons.

NORTH DAKOTA

Stanton, N. D.—The elevtr. of the former Cruden Elevtr. Co. is being remodeled.

Arena, N. D.—Krogin & Bolters have sold their elevtr. to the Equity Exchange Co. of St. Paul.—A. D. Krogin.

Garretson, N. D.—Wm. Bargman is mgr. for the Farmers Elevtr. Co. which recently took over the plant of H. Loonan.

Karnak, N. D.—The capital stock of the Farmers Elevtr. Co. will be increased from \$12,000 to \$22,000 at the annual meeting July 10.

Voss, N. D.—There is some talk of tearing down the elevtr. of the Cargill Elevtr. Co. I will not begin my repairing until the last of June.—J. J. Peterka.

Newville, N. D.—The Newville Elevtr. Co. incorporated; capital stock, \$25,000; incorporators, W. P. Massuere, D. J. Beisel and N. P. Roberts of Starkweather, N. D.

St. Joseph, N. D.—The Farmers Elevtr. Co. incorporated; capital stock, \$25,000; officers, Archie Curry, pres.; J. F. Quirk, vice-pres.; P. C. Gering, sec'y, and Hans P. Madsen, treas.

Noonan, N. D.—The Farmers Co-operative Elevtr. Co. of Noonan incorporated; capital stock, \$50,000; incorporators, Nick Tanberg, Carl Schultz and Herman P. Altner. It will deal in grain and feed.

Derrick, N. D.—The Derrick Farmers Elevtr. Co. will install a 15-h.p. kerosene engine, a new boot tank, large size, and another leg. Some of the large bins will be divided, the cupola will be raised ten feet and the office four. New spouting will be installed; also a cistern for an engine cooling system. Louis Ceilky is mgr.

Hillsboro, N. D.—Roscoe Moore has been sentenced to four years in the penitentiary on his plea of guilty to setting fire to the elevtr. of the Northwestern Elevtr. Co., for which he was mgr., in an effort to cover up an alleged shortage of \$1,500 in his accounts by issuing grain checks on false receipts of grain. The elevtr. of the St. Anthony & Dakota Elevtr. also burned.

Fargo, N. D.—James A. McGovern has been appointed mgr. for the North Dakota Mill & Elevtr. Ass'n by the state industrial commission which is headed by Gov. Frazier. Mr. McGovern became a resident of the state two years ago when he was made deputy inspector of grain. The Ass'n was vested by the last legislature with almost unlimited power in handling farm products under state management.

Forbes, N. D.—The Forbes Equity Exchange has let the contract for a 50,000-bu. concrete elevtr. The only wood used will be in the scale frame and platforms and the maple floor in the offices and the cleaning machines. All windows in the elevtr. and driveway walls will be steel sash and wire glass. It will have 20 bins, 12 of

them being above the work floor, spouting to the cleaners and all of carload capacity. One unusual feature is the arrangement of eight pits beneath the cleaner floor with a capacity of 2,700 bus. Two pits under the dump scale have a capacity of 400 bus. each. On the track side, grain can be unloaded from cars. The equipment consists of two stands of legs, 1800-bus. per hour, steel casings for legs and heads. Each leg is driven at the head with a 7½ h. p. motor with silent chain drive and backstop. Three cleaners, an oat and wheat separator, flax machine, Monarch 20-inch Ball Bearing Attrition Mill, 1,500-bu. Richardson Automatic Scale-Type registering and self-compensating, a combined Fairbanks auto and wagon dump and car puller with drum and cable will be installed. The offices which are of brick, with concrete roofs have a mgr's office, a private office and space for customers. The elevtr. was designed and will be built by the Hickok Construction Co.

OHIO

Piqua, O.—The Piqua Grain Co. is inactive at present.—Piqua Milling Co.

North Baltimore, O.—G. S. Rockwell will install a Boss Air Blast Car Loader.

Oak Harbor, O.—Emery Thierwechter Co. will install a Randolph Grain Drier.

Elgin, O.—Elgin Grain Co. has increased its capital stock from \$10,000 to \$15,000.

Ft. Jennings, O.—R. C. Calvelage is mgr. for the Ft. Jennings Equity Exchange Co.

Antwerp, O.—Edward Finan is new mgr. for the Antwerp Equity Exchange succeeding C. H. Sunday.

Bowersville, O.—The farmers' company recently organized here are building a 20,000-bu. concrete elevtr.

Harrod, O.—C. C. Metz of La Rue has bot an interest in the Kirby White elevtr. and will move his family here.

South Solon, O.—The South Solon Co-operative Grain & Livestock Co. will install a Randolph Grain Drier.

Ashley, O.—Babcock Bros. of Johnstown, who were formerly here, have returned and will construct a flour mill.

Thornville, O.—We are successors to Tenney & Roberts, dealers in wool, grain and seeds.—Morgan & Roberts.

McComb, O.—The East End elevtr., owned by R. E. Teegarden, has been purchased by L. B. Elmsel of North Baltimore.

The 40th annual convention of the Ohio Grain Dealers Ass'n. will be held at Hotel Statler, Cleveland, June 18 and 19.

Erlin (Fremont p. o.), O.—Erlin Farmers Elevtr. & Supply Co. has increased its capital stock from \$25,000 to \$35,000.

Mldorado, O.—Farmers in this vicinity are contemplating organizing to take over an elevtr. either here or at Manchester.

Unipolis, O.—The Unipolis Co-operative Elevtr. Co. recently incorporated has bot the plant of the Rinehart Grain Co.

Briceton, O.—The John Wickenheiser & Co. elevtr. has been sold to the Maumee Valley Land Co., with headquarters at Payne.

Pawnee sta. (Lodi p. o.), O.—The Pawnee Farmers Exchange Elevtr. Co. has bot the elevtr. of F. A. Falconer.—H. Flke, mgr.

Antwerp, O.—Clyde Sunday of Toledo has resigned as mgr. of the Antwerp Equity Exchange and is succeeded by E. M. Finan.

Bowersville, O.—The New Era Grain Co. is erecting a new elevtr. and will install a Randolph Grain Drier as part of its equipment.

St. James, O.—Foye L. Craley, aged 27, son of A. J. Craley and mgr. of the Farmers Co-operative Elevtr., died at a Columbus hospital recently.

Latty, O.—The Maumee Valley Land Co., with headquarters at Payne, has bot the John Wickenheiser & Co. elevtr. here and took possession June 1.

Radnor, O.—The Radnor Farmers Elevtr. Co. expected to take over the business of the Radnor Elevtr. Co., but to date the deal has not been closed.

Toledo, O.—The application of J. Ed Churchill for membership in the Produce Exchange has been posted. He is mgr. of the grain department of the Churchill Grain & Seed Co.

Carey, O.—Carey Co-operative Elevtr. Co. incorporated; officers, S. M. Ranger, pres.; A. Collett, vice-pres.; H. L. Meyers, sec'y, and A. D. Lenner, treas.

Leipsic, O.—Geo. L. Kraft, who has been active mgr. for the Leipsic Grain Co., has sold his interest to G. C. and J. C. Crukschuk and will locate in Colorado.

Rockford, O.—The Palmer Miller Grain Co. of Celina will install a Randolph Grain Drier in its plant here which is operated under the name of the Rockford Grain Co.

Troy, O.—Troy Grain & Supply Co. incorporated; capital \$30,000; incorporators, L. Longendelpher, Bert Favorite, Albert Kron Davis Martindale and A. B. Fessler.

Boughtonville, O.—The recently organized Boughtonville Exchange has bot an elevtr. which it will repair. Mr. Hayman is pres. and Mr. Leak sec'y. of the organization.

Westville, O.—We have bot the elevtr. of H. Gordon & Co., which will be given a third overhauling.—The Westville Grain & Livestock Co., Waldo E. Steinberger, sec'y.

Cecil, O.—Officers of the Cecil Equity Exchange are: Pres., J. J. Weippert; vice-pres., G. Dunakin; sec'y., F. B. Wortman; treas., E. Layman. No mgr. has yet been employed.—F. B. Wortman.

Fredericktown, O.—The Fredericktown Farmers Exchange is now doing business, having leased the elevtr. here which they may bot at the end of the year. They also contemplate putting in a flour mill.

Delta, O.—The Delta Farmers Co-operative Grain & Supply Co., which has been negotiating for the purchase of the Delta Milling Co. plant, has been unable to get terms and will build a new cement block elevtr. using electric power.

Weyers (Sandusky p. o.), O.—The Weyers Elevtr. & Supply Co., recently organized, is putting in a large cleaner, hopper scale, elevtr. legs and new loading spout. It will be ready for operation after July 1. H. H. Stewart is mgr.—D. J. Hacker, sec'y and treas.

St. Johns, O.—The St. Johns Co-operative Elevtr. Co., the first farmers' company in the county, has opened for business the elevtr. built about 25 years ago by Nutt & Wells, succeeding Richard Walters. Edward Nuss of Sidney is mgr. The plant will soon be operated by a 40-h.p. gas engine.

Norwalk, O.—A large contingent of the membership of the Western Reserve Grain Millers' Ass'n attended the meeting of the organization May 22. Among the speakers were Fred Mayer, pres. of the Toledo Produce Exchange, J. W. McCord, sec'y of the Ohio Grain Dealers Ass'n, and T. W. Latham, state senator.

Rawson, O.—We have transferred our plant to the Rawson Co-operative Grain & Supply Co., recently incorporated. The officers are T. B. Kellar, pres.; H. H. Thompson, sec'y; John Smith, Treas.; and Wm. Ludwig, mgr. The business conducted by us for the past years will be continued by the above company.—Arnold & Co.

Columbus, O.—An agreed price for wheat has been fixed at a conference of grain men, farmers and others interested for this section. The scale for No. 1 is \$2.11 to \$2.13; No. 2, \$2.08 to \$2.10; No. 3, \$2.04 to \$2.06 at the elevtr. A series of similar conferences will be held in different parts of the state to work out plans for handling the crop in a manner mutually beneficial.

Cleveland, O.—Geo. P. Hart, pres. and treasurer of the Lake Shore Elevtr. Co., died May 23. He was born in Sandusky, in 1858, and was educated there. He conducted a farm near there until 1902 when he organized the above mentioned company at this place. He was stricken with paralysis last fall, which necessitated his retirement from business. He is survived by his widow, two daughters and one son.

Payne, O.—We have bot the 40,000-bu. elevtr. of John Marquardt at Worstville, which will operate thru our office here. Mr. Marquardt will continue to handle hay and straw at Briceton, O. We will continue to operate the elevtrs. at Townley, Ind., and Batson, O. located on the old Finley, Ft. Wayne & Western which is now abandoned, using trucks to haul the grain from Townley to Monroeville, Ind., and from Batson to Payne, O. We expect to build a new concrete elevtr. here some time within the next year.—Brady Bros.

Lafayette, O.—Farmers Elvtr. Co. organized; officers, J. H. Binkley, pres., G. A. Snyder, ce-pres., H. L. Patterson, sec'y-treas; to buy build an elvtr.

CINCINNATI LETTER.

The Cleveland Grain Co. has added a hay partment to its grain business here. Ray Herzog, who recently returned from France, will be in charge.

Mrs. Joseph Costello, wife of J. F. Costello, died May 27 of complications following an operation. She was 54 years old. She leaves her husband, her mother, three brothers and two sisters.

OKLAHOMA

Blair, Okla.—The Regg Grain Co., of Attica, building an elvtr.

Quinlan, Okla.—A new co-operative elvtr. has been organized here.

Lugert, Okla.—J. N. Voorhees, of Fairview, building an elvtr. here.

Renfrow, Okla.—Chas. McIntyre will install Boss Air Blast Car Loader.

Glencoe, Okla.—An elvtr. will be built here.—Stillwater Co., Stillwater, Okla.

Chelsea, Okla.—Goodman & Stewart are building an elvtr. on the Frisco.

Carmen, Okla.—H. M. Fulkerson is mgr. for the Carmen Grain & Supply Co. here.

Edmond, Okla.—The Edmond Grain Co. will install a Hall Signaling Distributor in its elvtr.

Humphrey, Okla.—The Oklahoma Mill & Elvtr. Co. is building an elvtr. here on the Frisco.

Afton, Okla.—M. T. Cox has bot the elvtr. known as the Afton Grain & Coal Co., taking possession June 2.

Fairview, Okla.—The Home Builders Protective & Shippers Ass'n mill and elvtr. will install a Boss Air Blast Car Loader.

Sharon, Okla.—The Farmers Shipping Ass'n is installing a Richardson Automatic Scale, raising the cupola, sinking boot and hopping all bins.

Wheatland, Okla.—Farmers Grain & Lumber Co. incorporated; capital, \$10,000; incorporators, F. L. Horton, T. L. Caldwell and T. J. Junker.

Hinton, Okla.—The Farmers Co-operative Elvtr. & Exchange Co. incorporated; incorporators, Jas. Murphy, S. L. Davis, Hinton, and W. H. Sisson, Hydro.

Holdenville, Okla.—Moore Bros., proprietors of the Holdenville Mill & Elvtr. Co., will erect a large flour mill to be operated in connection with their other business.

Thornhope, Okla.—The Farmers Grain & Supply Co. incorporated; capital stock, \$15,000; directors, A. W. Newell, I. F. Vangundy, Chas. E. Wolf, A. W. Thompson and H. Feltes.

Okeene, Okla.—We are enlarging our warehouse to provide 1,000,000 bus. more storage of manufactured products. We are also doubling the grain capacity.—Okeene Milling Co., F. T. Staples, mgr.

Guthrie, Okla.—Dame Rumor says, that Billy Deck of the Guthrie Milling Co., had such an exciting time at the Oklahoma City meeting he has requested the Ass'n officials to hold conventions monthly hereafter and invite more ladies.

Collinsville, Okla.—The Halloway-Grover Co. has bot the plant of the Keith Grain Co. and are repairing it so as to have it ready for this year's crop. Members of the new firm are C. D. Halloway of Nowata and Wm. Grover of Lenapah.

Amber, Okla.—We have bot the Moore Grain Co.'s elvtr. here and will operate it this season. The firm is a partnership, the members being L. Hollingsworth and J. G. Meadows. I will be general mgr.—L. Hollingsworth, Hollingsworth & Meadows.

Enid, Okla.—The Sweepstakes Milling Co. has been organized by a combination of several mills in Oklahoma and one in Kansas. J. R. Chapman, formerly with the John F. Meyer & Sons Milling Co. at Springfield, Mo. and the Aetna Mills Co., at Wellington, Kan. is mgr. Barney Trammel will be traveling representative. Mills in the new company are: Hennessy Flour Mills Co., Hennessy, Okla.; Oklahoma Flour Mills Co., Enid; Thomas Mill & Grain Co., Thomas; Slemmer Bros., Okeene; Farmers Milling Co., Kingfisher; and the Corbin Elvtr. Co. of Corbin, Kan.

Sayre, Okla.—We have bot the elvtr. of the Weatherford Milling Co., thus stepping into a good coal and flour business already established. Earl Green is pres.; J. F. Drayer, vice-pres.; W. B. Tucker, sec'y and mgr. Directors, D. E. Hartman, Bert Odell, and H. C. Kennedy, all of Sayre.—W. B. Tucker.

Lucien, Okla.—The W. M. Black Grain Co. has bot the elvtr. of the Perry Mill Co. and is now repairing it for handling oats. New engines and a car loader will be installed. A. H. Clausen of Kingfisher, Okla., has bot a half interest in the W. M. Black Grain Co. and will move here.—W. M. Black.

Muskogee, Okla.—I am associated with J. L. Selby who has been operating the old Muskogee Roller Mills. We have bot 240 ft. trackage property on the M. K. & T. and are building a 35,000-bu. elvtr. which will be arranged for transit shelling and re-cleaning. There will also be a corn mill, two stands, 9x24 rolls. Connected with the mill will be a warehouse 40x126. We will use three electric motors for power and hope to have the plant which will be operated under the name Muskogee Mill & Elvtr. Co., completed within 60 days.—J. W. S. Bower.

Shawnee, Okla.—We have let the contract for our new plant, which consists of a flour mill, wholesale seed house and concrete storage tanks to the Burrell Engineering & Construction Co. of Kansas City. The tanks will have a capacity of 56,000 bus. We expect to be in a position to handle grain on or about August 1. We are located on the A. T. & S. F. which also has connection with the Rock Island and M. K. & T.—G. L. Fauble, pres. and mgr. F. & L. Flour, Feed & Seed Co.

OREGON

Carlton, Ore.—Carlton Elvtr. & Milling Co. incorporated; capital stock \$30,000.

Pilot Rock, Ore.—P. J. Kester is mgr. for the Pilot Rock Elvtr. Co. recently incorporated.

Haines, Ore.—A \$15,000 grain elvtr. will be built here, enuf stock having been subscribed by farmers to insure it.

Albany, Ore.—A. W. Bowersox, for 21 years mgr. of the Red Crown Flouring Mill, owned by the Portland Flouring Mills Co., Portland, has resigned and is succeeded by C. J. Johns.

Astoria, Ore.—The contract for a 4,000-bbl. flour mill to cost \$75,670 has been let by the Port of Astoria, and work has already begun. When completed, it will be leased to and equipped by the Astoria Flouring Mill Co. The total cost of the plant will be \$500,000.

PENNSYLVANIA

Haffsville, Pa.—J. J. Peter of Claussville, has moved here and taken charge of a large grain warehouse.

Woodlyn, Pa.—Buildings and coal belonging to the grain firm of B. F. Compton & Co. burned causing a loss of \$15,000. This is the sixth fire in that neighborhood in less than three months and is believed to be the work of an incendiary.

PHILADELPHIA LETTER.

Stewart Unkles, who represents the Hecker-Jones-Jewell Milling Co. has made application for membership in the Commercial Exchange.

Geo. G. Omerly, jr., and his father, head of the Hancock Grain Co. and agt. for the Wheat Export Co., New York City, will engage in business together.

SOUTH DAKOTA

Meckling, S. D.—Steel Bros. & Orr have bot a Trapp Auto Truck Dump.

Lenox, S. D.—Aulwes & Everson have bot a Trapp Auto Truck Dump for their elvtr.

Humboldt, S. D.—A Hall Signaling Distributor was installed in the elvtr. of the Farmers Elvtr. Co.

Hartford, S. D.—We will install a 12-ton 22 ft. Howe Scale during July.—Hartford Grain Co.

Canova, S. D.—Chas. G. Buchele has bot a Trapp Combination Auto Truck and Wagon Dump.

Bath, S. D.—The Bath Equity Exchange will make some improvements in its property. G. B. Patterson is mgr.

Kief, N. D.—The elvtr. of the Schmidt-Gulack Elvtr. Co. was struck by lightning and burned May 18. The loss was small.

Webster, S. D.—The new elvtr. of the Farmers Equity Elvtr. Co. is now enclosed and the work is being pushed rapidly.

Athol, S. D.—We have not yet decided whether or not we will build.—Farmers Co-operative Elvtr. Co., H. J. Wilhelm, mgr.

Veblen, S. D.—The Farmers Co-operative Co. incorporated; capital stock \$100,000; incorporators, J. P. Isben, Alo Monk and J. S. Jensen.

Wecota, S. D.—The elvtr. of the Pacific Elvtr. Co. will be closed a few weeks pending the selection of my successor.—Wm. G. Meyers, former mgr.

Pukwana, S. D.—The elvtr. belonging to the Farmers Union in the yards of the C. M. & St. P. which contained 10,000 bus. of wheat tipped over one night recently.

Hurley, S. D.—The elvtr. of the Farmers Elvtr. Co. has been bot by the members of the Hurley and Norway locals of the Farmers Union.

Mitchell, S. D.—The Farmers Union Co-operative Elvtr. & Livestock Co. has bot the elvtr. coal and feed business of Frank L. Moyer. The company will build a new elvtr. this summer.

Mission Hill, S. D.—The Farmers Union Co-operative Ass'n which owns elvtrs. on both sides of the Northwestern and Great Northern tracks, is making extensive alterations and repairs on its house on the Northwestern.

Hitchcock, S. D.—Material is arriving for the new 50,000-bu. elvtr. to be built for John Kingdon. It will have two stands of legs, with Gerber Improved Double Distributor, a cleaner, a 15-h.p. Foos Engine, a 26 ft. 10-ton Fairbanks Scale for both wagon and auto truck dump, and a 1500-bu. Richardson Automatic Scale. The Hickok Construction Co. drew the plans and will build the elvtr.

SOUTHEAST

Tifton, Ga.—H. B. McDonald, of Madison, is said to be interested in building a new mill and elvtr. here.

Fayetteville, N. C.—We have just completed the government grain elvtr. at the camp here. It was reduced from 100,000-bus. to 25,000-bus. after the signing of the armistice.—Jas. Stewart & Co., John Linton, foreman.

TENNESSEE

Jackson, Tenn.—The Lawrence Mill & Elvtr. Co. incorporated; capital stock, \$60,000; incorporators, J. C. Edenton, J. E. Edenton, E. W. and M. T. Lawrence.

Pikeville, Tenn.—The license of the Pikeville Milling Co. has been revoked because it neglected to make reports to the office of the U. S. Food Administration at St. Louis. This does not affect its activities except in buying and selling grain and the manufacture of flour.

Bristol, Tenn.—We will build in the next 90 days a building two stories high 70 x 100 ft. and install modern equipment. The first floor will be of cement, the second mill construction with an elvtr. connecting. The building will be used for office and store building in connection with the one we now occupy. The contract will be let as soon as the architect completes the plans.—Bristol Seed & Grain Co.

TEXAS

Canadian, Tex.—A Liske & Co. will install a Boss Air Blast Car Loader.

Hooker, Tex.—A. Liske & Co. will equip their new elvtr. with a complete Hall Special Elvtr. leg.

Foard City, Tex.—T. L. Hughston of Crowell will install loaders here and at Margaret to handle grain.

Cleburne, Tex.—The Farmers Grain Co. incorporated; capital stock, \$20,000. J. M. Peacock is pres. and F. Brambleet, sec'y.

Kirkland, Tex.—An 8,000-bu. elvtr. is being erected here on the Ft. W. & D. R. R. for the Kell Milling Co. by the Burrell Eng. Co.

Quanah, Tex.—C. Holcomb, of Hughes & Holcomb, recently engaged in the grain business with a 16,000-bu. elvtr. on the F. W. & D.

Stamford, Tex.—Sergeant D. E. Steenwyk, son of pres. J. Van Steenwyk of the Hamlin Mill & Elvtr. Co., who has returned from France, will join the company's force, but whether at Stamford, Hamlin or Anson has not been decided.

Crowell, Tex.—T. L. Hughston is building a 5,000-bu. elvtr. to cost \$3,000. It will have a loading capacity of 1,000 bus. per hour from dump.

Clifton, Tex.—The 60,000-bu. concrete elvtr. of the Waco Mill & Elvtr. Co. is nearing completion. The Burrell Engineering Co. is doing the work.

Carnegie, Tex.—The Farmers Co-operative Mill & Elvtr. Co. incorporated; capital stock, \$30,000; incorporators, J. B. Truitt, Alden; E. E. Calhoun and R. J. Morgan, Carnegie.

Anson, Tex.—E. S. Cummings is not mgr. for the Hamlin Mill & Elvtr. Co. as has been reported. He is a practicing attorney and also freight and passenger agt. for both railroads.

Anson, Tex.—A new office has been built, a new 5-ton scale installed and other improvements made at our plant. R. S. Palmer, is mgr., J. Van Steenwyk, pres., Hamlin Mill & Elvtr. Co., Stamford, Tex.

Hamlin, Tex.—The Hamlin Mill & Elvtr. Co. has installed a controllable dump at its Hamlin plant and made some other improvements. E. L. Hunter is mgr.—J. Van Steenwyk, Hamlin Mill & Elvtr. Co., Stamford, Tex.

Belton, Tex.—Thornton & Smith have purchased X. B. Sanders' warehouse and converted it into an elvtr. They will be equipped to ship either bulk or bag grain. They will install a 3-phase motor and a 22-ft. Fairbanks Dump Scale with type registering beam.

Dallas, Tex.—Jacob Rauch, formerly of the Dallas City Elvtr. Co. died recently. He was also associated with W. C. Howard and W. H. Stratton in the Empire Flour Mills which they later sold to the E. O. Stanard Milling Co. He is survived by two daughters and one son.

Medicine Mound, Tex.—I am expecting to manage the elvtr. of the Kell Grain Co., which is the only one here, but the deal is not closed yet as I am awaiting settlement of the Food Administration as to what will be allowed for the handling of grain. The elvtr. will need some minor repairs.—J. L. Tidmore, agt. Kell Grain Co.

White Deer, Tex.—The warehouse of the Farmers Elvtr. Co., which is being constructed by the White Star Co., will be equipped with a 25 h.p. type Y engine, a 2,000-bu. Richardson Automatic Scale, a 10-ton Fairbanks Wagon Scale, a White Star Special elvtr., steel manlift, Eureka clipper and cleaner, exhaust fan and freight elvtr.

UTAH

Ogden, Utah.—The district offices of the Globe Grain & Milling Co. will be moved from Salt Lake City to this place about August 1.

Ogden, Utah.—Work is being rushed on the warehouse of the Globe Grain & Milling Co. It is 60x90 ft., four stories in height. Twenty grain tanks are already completed. Each has a capacity of 20,000 bus.

Salt Lake City, Utah.—The Holley Milling Co. has filed suit against the Salt Lake & Jordan Milling & Elvtr. Co. praying that the latter may be enjoined from infringing on the former's trademark and asking for \$10,000 damages.

Ephraim, Utah.—C. Willardson is pres. and mgr. of the plant recently bot of the Ephraim Mill & Elvtr. Co. D. W. Anderson is vice-pres. Cleon Anderson, sec'y and treas., and these with Mrs. C. Willardson constitute the board of directors.—C. Willardson, mgr.

WASHINGTON

Kittitas, Wash.—Plans are being formulated for building a grain elvtr. here in time to handle this year's crop.

Endicott, Wash.—The Endicott Grain Co. and farmers in this community are advocating the building of a flour mill here.

Mabton, Wash.—Jacob Johnson has been elected pres. of the Mabton Elvtr. Co. succeeding Gene Mace who resigned. A new mgr. is to be secured for the 70,000-bu. elvtr.

Vancouver, Wash.—A. L. Haley of the Haley Products Co. is authority for the statement that this place will soon have one of the largest mills and grain elvtrs. in the states of Oregon and Washington. The site on which it will probably be located is the same as that originally selected by James J. Hill at the junction of the Columbia and Willamette Rivers.

Cheney, Wash.—Our new 1,000-bbl. concrete mill which we put into operation March 20, is doing excellent work. It is strictly modern and represents in building and equipment an investment of \$200,000.—F. M. Martin Grain & Milling Co.

Busbey, Wash.—The elvtr. of C. E. Jennings burned May 23, the loss being total. The cause of the fire is unknown. The warehouses of the Kerr-Gifford Co. and the Pacific Coast Grain Co. also burned, causing a loss of \$20,000. These will be rebuilt.

Unlontown, Wash.—No new elvtrs. are going up in this neighborhood. The Unlontown Co-operative Ass'n will resput its cupola and put in backstops for each of the four legs. One of the legs will need a new cup belt 13 inches with a total length of about 230 ft. It also figures on putting in something with which to pull the grain from its flat bin annex to the conveyor, it now being shoveled by hand, and will also install a car puller.—J. J. Grief, mgr.

Palouse, Wash.—The White-Dulany Co. of Seattle intends to build three small elvtrs. this spring, one here, one at Potlatch, Ida., and the other at Joel, Ida. This company has purchased 11 grain warehouses this spring in the Palouse country. I have purchased the hay, grain, flour and feed business from Fred Schreiber at Colfax, Wash., and will put C. W. Atkinson, who has been in my employ at Potlatch, Ida., in charge July 1, when possession is to be given. I will also open grain offices in Colfax, having bot the furniture and fixtures of the Globe Grain & Milling Co.—C. W. McFarland.

WISCONSIN

Maiden Rock, Wis.—There will be a new elvtr. built here.—Farmers Grain Co., Carl E. Stutt.

Amery, Wis.—We will build an elvtr. at Glenwood City, Wis., and a flour mill here.—Apple River Milling Co.

Arnott, Wis.—I am not in business any more. There are no elvtrs. here and no grain is handled.—J. K. Hanson.

Lebanon, Wis.—The grain elvtr. owned by the Watertown Grain Co. of Watertown has been sold to the Universal Lumber & Fuel Co. The elvtrs. at Clyman and Watertown are retained by the local company.

Amery, Wis.—The Northern Supply Co. will build a reinforced storage plant to be operated in connection with its elvtr. It will have nine bins with a total capacity of 26,000 bus. It will be entirely of reinforced concrete, including the distributor cupola above. The windows are to be steel sash. The Hickok Construction Co. has the contract.

MILWAUKEE LETTER.

New members admitted to the Chamber of Commerce are: Carl A. Houlton, Herbert H. Ladish, Gustav G. Blatz, Clarence O. Dickelman and Herbert J. Mayer.

A loss of \$140,000, partly covered by insurance, was caused by a fire in the elvtr. of the Smith-Parry Co., following dust explosion which killed 2 and injured 4 more.

WYOMING

Cody, Wyo.—A. D. Persson of Powell has let the contract for a 30,000-bu. elvtr. here and one of similar capacity at Lovell. The Strong-Scott Mfg. Co. is furnishing all the machinery.

Cheyenne, Wyo.—Farmers Mutual Elvtr. Co. incorporated; capital stock, \$20,000. The location of the principal office will be here and Charles E. Lane will be mgr. It will deal in all kinds of grain and other farm produce, hay, potatoes, coal, livestock, machinery merchandise, etc. Directors are P. L. Goggin, Jay C. Berry, D. A. Evans, G. J. Brown and N. L. Merritt.

THE AVERAGE PRICE of wheat from New York to the allied governments during each of January, February, March and April was for January, 83/7 per 480 lbs.; February and March, 83/11; and for April, 84/3. The average charge for freight and insurance during each of the four months to all ports in the United Kingdom was 9/1 per 480 lbs.

Chicago Receivers Protest Against Grain Corporation Buying on Local Rate Only.

At a special meeting of the Grain Receivers Ass'n of the Chicago Board of Trade held recently the following resolution was unanimously approved and sent to Julius Barnes, pres. of the Food Administration Grain Corporation, with the signatures Pres. Adolph Gerstenberg, Vice-Pres. W. Perrine and Sec'y Geo. F. Swenson:

WHEREAS, The Receivers Ass'n of the Chicago Board of Trade is comprised of members of Board of Trade and all of its members are actively engaged in the handling of grain on a basis or that which may be purchased or arrive for delivery into the Chicago market in that capacity have for their principal purpose the protection of the producer and shipper of all property into the Chicago market and are active for the protection of such interests.

WHEREAS, It has come to our knowledge that it is the purpose of the President of the Grain Corporation in the handling of the 1918 wheat crop to again insist that in the purchase of wheat in the Chicago market which may be shipped from Illinois stations that such purchases will be made only on the local rate basis.

WHEREAS, The tariffs, i. e., rate adjustments, thru rates, proportionals, etc., domestic and for export, are the work of many conferences between the trade and the railroad interests and have accomplished the practical efficient purpose of equalizing previous discriminations and have created fair, equitable and satisfactory competitive conditions in the State of Illinois for all markets and are generally arranged as to have proven eminently satisfactory to the purchaser and country shipper.

WHEREAS, The purchases during the last crop season by the Grain Corporation of shipments from Illinois stations on the local rate basis and thereby refusing to recognize the specifics and proportionals in effect to a from Chicago and the thru rates which cover the handling of business thru this market, cause serious losses to producers and to shippers at many Illinois stations, because the rate and the application of the proportionals and specifics would have saved them a cost in freight up to Chicago varying from one-half cent per cwt. to five cents per cwt., therefore a loss on a number of shipments reaching a maximum of three cents per bushel.

WHEREAS, Prior to the activities of the Grain Corporation authorized by several Acts of Congress and authority of President Wilson all branches of the trade here, buyers, sellers, etc., accepted the principle embodied in the thru rates, specifics and proportionals and the transit rules as a correct economic principle for the handling of grain in Chicago, and

WHEREAS, Such an attitude of the Grain Corporation in their intention of making these purchases on the local rate basis is unwarranted, unfair and without justification and taken from the producers, owners and shippers of wheat in the State of Illinois a fair and economic principle established in railroad rates, a statement which we justify by the assurance repeatedly made by the officers of the Food Administration, and now generally acknowledged, that there will be an unprecedented demand from all sections in Europe for the wheat produced in this country, and it is the further contention of the officers of the Food Administration and of the Grain Corporation that we will be able to dispose of our surplus abroad therefore be it

RESOLVED, That we earnestly, unreservedly and emphatically protest against the contemplated policy to be adopted by the President of the Grain Corporation and insist that there be a proper recognition of tariffs, rates and regulations which apply in the handling of the grain business, i. e., such regulations as are recognized by the trade as fair, equitable and commercial principles in the handling of all grain through this market and of the right of the producers and owners of the property under reasonable rules; be it further

RESOLVED, That we demand a proper regard for equity and justice in the handling of this business from Illinois stations and a compliance with the established rules and regulations governing same.

IMPROVED FACILITIES for handling imported grain is the subject being considered by the Leith Dock Commission. As soon as possible mechanical appliances for unloading grain from ships will be installed. The steamship Anglesea was from the morning of May 5 to the evening of May 9 unloading 3,000 sacks of flour, 30 tons of timber and 6,700 tons of bulk wheat.

Report of Inspection Survey.

At the request of P. E. Goodrich, pres. of the Grain Dealers' National Ass'n, approved Chas. J. Brand, chief of the Bureau of Markets, a com'te to visit the inspection departments and suggest how uniformity could be obtained was created by the National Ass'n naming Elmer Hutchinson of Arlington, Ind., the National Council of Farmers Co-operative Ass'n's, J. W. Shorthill, of Omaha, Neb.; the Council of Grain Exchanges, W. J. Niergarth, of St. Louis; the Millers National Federation, R. S. Hurd, of Wichita, Kans.; and co-operating with and accompanying the com'te were R. T. Miles, of Chicago, Ill., of the Bureau of Markets, C. W. Crawford, of Chicago, Ill., and W. J. Manley of Washington, D. C., representing the Car Service Section of the United States Railroad Administration. The expenses of this com'te were paid by the Bureau of Markets and the different organizations represented. From the report of the com'te we take the following:

Some departments are seriously handicapped by lack of sufficient efficient help and equipment, due to financial dependence on state appropriations. A few of the markets are handicapped seriously by the attitude, not of the individual inspectors, but of some of the heads of the departments, which attitude is an unwarranted antagonism to the Federal standards and Federal supervision. This antagonism develops an unwillingness on their part to correctly apply the standards to the best of their ability and this unwillingness to co-operate fully with Federal supervision leads to the non-uniformity which it is desirable to correct.

It has also been found that to a very small extent, this same antagonism and unwillingness to co-operate exists on the part of the trade. As a whole, however, the trade believes in high standards for grades.

It has been found that there is lack of uniformity of equipment in the various markets. Uniformity in grading can only be obtained by the use of uniform equipment and uniform use of this equipment.

It is recommended that any and all cases of errors or misgrading be called to the attention of the Supervisors, promptly, that they may have the opportunity to function properly.

It is recommended that in cases where the Bureau of Markets finds flagrant violation of inspection persisted in, action should be taken without hesitation.

It is recommended that adequate facilities including standard equipment and a suitable number of samplers and inspectors essential to the efficient inspection and handling of grain be maintained.

SAMPLING.—Efficient sampling is highly important. Much of the lack of uniformity in grading is directly traceable to incorrect sampling. Only men of experience should be permitted to draw samples, and when inexperienced men are being trained they should be directed personally by a competent instructor. All samplers should be men of natural ability and should be made to know that when they become proficient they will be in line for promotion to the work of inspecting. For the purpose of dividing responsibility, and of making each man feel the importance of his own work, all samplers should be licensed as inspectors are. The entire sample drawn from the car should be taken to the inspection office or mechanically divided at the car. That portion to be used for making a moisture test should be sealed at the car in an air-tight, moisture-proof container. During periods of heavy movement samplers should work on holidays and Sundays.

INSPECTION.—In many departments the practice of handling the work of reinspection and appeals is needlessly cumbersome, in that the inspection is reviewed and reinspection made by an unnecessarily large number of agencies. An amendment of the Federal Law that will permit appeals to be taken on grades on intrastate grain in the same way appeals are now taken on interstate grain, would make it possible to correct this condition. On grain being handled at elevators it should be made possible for appeals to be taken and cars unloaded at once. This will reduce delay in the operation of elevators and delay in the release of cars. An authorized sampler should be made available to take samples promptly from such cars. Facility and efficiency in grading and general handling of grain will be increased if shippers will correctly advise receivers of the quality and character of grain shipped.

Frequently cars are not placed where they are available for inspection. This not only results in serious delay, but also in demurrage disputes. The railroads should assign certain designated tracks as a "Grain Hold Yard," and so far as possible place all of the grain that arrives for inspection upon these designated

tracks. During periods when there is an unusual rush of grain, it is a physical impossibility to place all cars on the designated tracks, making it necessary to hold some of the cars on other tracks, and where this is done the railroads should give the inspection department a location notice of the cars that cannot be placed on the designated tracks.

Where samplers cannot locate cars which are shown on a bulletin as having arrived and been placed for inspection, they should immediately advise the railroad of this fact and afford it opportunity to locate the car, and have it placed without further delay. This action has already been taken at a number of the markets and has resulted in facilitating the movement of grain and eliminating a great many of the misunderstandings and disputes which constantly arose in the application of the carriers' demurrage tariffs.

The unification of terminals has made it possible for the carriers to adopt practices which have materially increased efficiency in the handling of grain, and it is the belief of the committee that it would be to the interest of all concerned if these practices were continued, even though the railroad may be returned to private control.

REINSPECTION AND APPEAL frequently results in serious delay to the movement of equipment, and the Inspection Departments should attempt to enforce the regulations in such a way as to reduce to the lowest minimum the necessity for reinspection or appeals, and when these are necessary, they should be handled in an expeditious manner, through the co-operation of the Inspection Department, Trade and carriers.

When terminals become congested, carriers find it necessary either to regulate the movement by embargoes or by a permit system. The Inspection Departments and trade can do their part in avoiding and relieving these congestions by seeing that prompt inspection is made upon inbound and outbound cars, and by the giving of prompt disposition orders. When grades are determined in time for the market, there appears to be no good reason why disposition orders should not be given the railroads the same day, and wherever practicable railroads should provide some central location for the receipt of such orders, and should also arrange to have them promptly executed after they are received.

"Making the Most of Rainfall, with Fertilizers" is the title of the most recent Bulletin No. 22, issued by the Soil Improvement Com'te of the National Fertilizer Ass'n, showing how a fertilized crop is helped thru a dry period or ripened in advance. General information on "Fertilizers, What They Are and How to Apply Them," is contained in Bulletin No. 13. Both may be obtained gratis by addressing the Com'te, Postal Telegraph Bldg., Chicago.

A. E. Clutter Dead.

Old members of the Grain Dealers National and the National Hay Ass'n will recall A. E. Clutter of Lima, Ohio, who took such an active part in association work many years ago. Typical of the man was the able address on welcome on behalf of the Ohio shippers he delivered at the 13th annual convention of the Hay Ass'n.

For over 30 years he was one of the leading grain and hay men of northwest Ohio, being located at Lima, and in business by himself for several years, but later a partnership was formed and the firm was known as Clutter & Long. This business, which was begun on a small scale, grew to be quite extensive, with a number of branch houses. Its steady expansion was due to the strict integrity which characterized all Mr. Clutter's dealings and he held the confidence and respect of all with whom he came in contact. When Mr. Clutter decided to make California his home both he and Mr. Long sold out and went to California and invested in real estate. In 1910 the D. & B. Pump & Supply Co. was incorporated and Mr. Clutter, becoming president, remained so until the time of his death.

Mr. Clutter was a strong believer in co-operation and was one of the originators of the National Hay Ass'n as well as other organizations formed for the mutual benefit of himself and brother dealers.

He had very little illness during his life, but about six years ago he had a breakdown and his physician pronounced it hardening of the arteries, but in the course of a little time he rallied from this sufficiently to appear almost his usual self. Six weeks ago he was suddenly taken with severe pain in the left foot and limb, and all that medical skill could do seemed of no avail. The doctors then told him he still had a chance for life thru amputation, so Mr. Clutter decided to take that chance, and on May 20 his limb was removed above the knee. From this he seemed to revive and all looked hopeful and bright for him, but on the night of May 21 he quietly passed away and was laid to rest in a crypt in a beautiful mausoleum in Englewood cemetery near Los Angeles. He is survived by his wife and one son, who resides in Bakersfield, Cal.

Inspection Survey Com'te and Aides.



Left to Right: W. J. Manley, Washington, D. C.; Elmer Hutchinson, Arlington, Ind.; R. S. Hurd, Wichita, Kan.; R. T. Miles, Chicago; W. J. Niergarth, St. Louis, Mo. Center, below: John W. Shorthill, Omaha, Neb.

Grain Carriers

AMERICAN yards delivered 136 ships during the month of May.

FREIGHT RATES between Europe and the United States are at the lowest since the war.

BADER & Co. have brot suit against the C., B. & Q. to recover \$129 damages for wheat lost out of two cars shipped from Lewistown, Ill., to Beardstown.

THE SENATE COM'ITE on Interstate Commerce, on June 3 ordered a favorable report on Chairman Cummins' bill restoring at once the rate making powers of the Interstate Commerce Commission.

TO FACILITATE the importation of Argentine corn for its Iowa plant, the Quaker Oats Co. is endeavoring to get a rate of 15c per hundred weight from Gulf ports to St. Louis. The regular rate from here to the Gulf is 25c.

REP. J. W. FORDNEY of Michigan, chairman of the ways and means com'ite of the House, is starting a fight against lower rates for imported merchandise than for domestic products shipped from seaboard points across the United States.

THE CITIZENS NATIONAL Railroad League was incorporated at Boston, Mass., June 6 to conduct an educational plan on railroad legislation. The pres. of the League is N. L. Amster, chairman of the executive com'ite of the C., R. I. & P. Ry. Co.

AN ADDITIONAL appropriation of \$1,200,000,000 was asked by Director General Hines on the reassembling of Congress, to run the railroads during 1918 and 1919. The government's loss in 1918 and for the first three months of this year has been \$486,000,000. Mr. Hines reports the April deficit as \$58,000,000.

CINCINNATI, O.—The Cincinnati District Freight Traffic Com'ite held a meeting June 3 to discuss the proposed establishment of milling in transit privileges on wheat, corn, oats, rye, and barley at Crothersville, rates at that point to be on the same basis as at other points on the Pennsylvania west of Pittsburgh.

ORDERS to repair all defective cars have been received by the various railroads from Regional Director R. H. Aishton, in order that the coming crop may be handled promptly and without congestion. Orders have also been issued for the removal of all 1918 wheat from elvtrs. in order to make room for the new crop.

THE PURCHASE or charter of 20 ships, of 8,000 tons each, from the U. S. Shipping Board, on request of the St. Louis Chamber of Commerce and the Mississippi Valley Trading & Navigation Co. is receiving favorable consideration by the Shipping Board. The boats will be used to carry St. Louis products from New Orleans for export.

IN ANNOUNCING the re-introduction of the permit system late in June Director General Hines says "as graphically illustrating the necessity of regulating the transportation of this tonnage, the following facts are interesting: For the nine months of the crop year, July 1, 1918, to May 1, 1919, there passed through the grain handling facilities of the country—elevators and mills, a total of 3,440,236,000 bus. of all grains, although the highest point of grain storage at any one time was 480,000,000 bus. That is, in nine months the flow of grain was seven times the quantity which accumulated in storage at the highest point during that period. This is a direct illustration of the necessity of keeping the grain handling facilities of the country liquidated to avoid the distress to all interests that would follow the blocking of the flow of this grain."

INTERSTATE COMMERCE Commissioner McChord in a recent statement advocated immediate return of the railroads to private control "in the same condition as when taken over." He believes there would be an increase in efficiency and individual initiative in the management of the roads if they were returned now to private control, which would in a short time put them on a sound financial basis.

"WHAT IS needed by the railroads is the return to that individual effort which is a spur to more efficient and adequate service," says C. C. McChord of the Interstate Commerce Commission. "A guarantee of earnings would be to repeat the experiences of the government of France. The guarantee system in that country has resulted in a steadily increasing demand on the public treasury."

FOUR BILLS authorizing the state of Illinois to begin work on its deep waterway program have been passed by the lower house. They have already been acted on by the senate and received the approval of federal and state officials. An appropriation of \$20,000,000 in bonds has also been authorized to carry out the program. It is expected that work on the canal will begin by fall.

CREATION of a department of transportation in the government to be headed by three directors was proposed June 5 by A. P. Thom as the plan of the association of railway executives for a permanent solution of the railroad problem. Speaking before the convention of the American Ass'n of short-line railroads, Mr. Thom said the department would be charged with the duty of representing the public in all traffic matters and the Interstate Commerce Commission would order into effect the rates indicated by it.

RAILROAD REGULATION is covered in a bill introduced June 2 by Senator Pomerene and Representative Esch, chairman of the House Com'ite on Interstate Commerce. The bill was drafted by the Interstate Commerce Commission and gives the Commission authority over rates, service, consolidations, extensions, security, issues and virtually all physical operations, including traffic priorities, pooling and joint use of physical property. Under the measure the commission would have power to continue the present regional plan of railroad operation and also extend it to oil pipe lines, express and all interstate wire companies.

WINDSOR, ILL.—The Windsor Grain Co. has brot suit against Walker D. Hines, Director General of Railroads, and the Big Four Railway Co., in the circuit court of Shelby County, asking for \$5,000 damages for loss of and damage to grain in transit. Most of the shipments were made in November, 1917, some of the grain being shipped to East St. Louis, some to Indianapolls and some to Buffalo. All of them being routed over the Big Four. Delay on the part of the carrier is alleged, amounting, in some instances, to weeks, during which time, the grain was so damaged that it sold at a material loss.

WHEAT RATES were held unreasonable by the Interstate Commerce Commission in granting the Strasburg Steam Mills of Strasburg, Va., relief in its complaint against the Southern Ry. Rates and regulations applied to the transportation of wheat, in carloads, from points in and west of central freight association territory and from points in Pennsylvania, Maryland, West Virginia, and Virginia to Charlestown, W. Va., and Winchester and Strasburg, Va., for milling and reshipment to points in Carolina territory were found to be unduly prejudicial to the extent that they result in higher total charges than those applicable under the rates and regulations contemporaneously applied by defendants to the transportation of similar shipments moving through Charlestown, Winchester, and Strasburg and milled in transit at Lynchburg or Danville, Va.

A FINAL APPROPRIATION of more than \$4,000,000 has been asked of Congress by Chairman Hurley of the Shipping Board to vote up the government's building operation. This, he says, will make the United States first among ship building nations of the world and develop the American Mercantile Marine to second place. When finally completed \$2,861,755,570 will have been expended and the United States will have 13,883 dead weight tons of ships on the seas.

R. C. HATFIELD, Division Freight and Passenger Agent for the Cotton Belt, advises B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, under date of May 26, "I presume that you have noticed that Southwestern Lines Tariff No. 23-Q does not define provide a thru rate on oats in carload from Texas producing points to destinations in the southeast. The writer handled this matter with his Traffic Department and today is advised that Agent F. A. Leland, of Southwestern Tariff Com'ite, now has in his hands of the printers re-issue of Southwestern Lines Tariff No. 23-Q, which will provide for rates on oats from Texas points in the southeast, and pending the re-issue of the tariff it has been definitely decided that the absence of thru published rates on wheat to points in the southeast, which rate is used as a factor in building all other thru rates, the thru oat rate in effect prior to June 30, 1918, should be used making the thru rate on wheat from Texas points to the southeast. This rate to be increased 25 percent, observing a maximum of six cents per cwt."

Flax in Canada.

The acreage devoted to the production of flax fiber and seed flax in Canada increased from 1,400 acres in 1915 to 18,000 in 1918. It is said that 25,000 acres will be used in next year's production.

Canada has but one linen mill but this spring machinery was bot to establish another which will ret, scutch, hackle, spin and weave flax, at a cost of \$2,000,000. Flax cannot be grown in practically every province of the Dominion. Fiber grown in Ontario is said to be superior to the Russian product and flax up to the standard grown in other countries.

A machine has been invented that will do from four to six acres of flax a day, doing work that ordinarily would require 20 men. The establishment of standards for flax seed and flax fiber is being urged on the Canadian government. Heretofore, inspections of seed showed a large percentage of weed seeds as well as other foreign substances, but suitable machinery for properly cleaning seeds has recently been invented, so that this condition may easily be obviated. The seed commissioner recommends the use of a 3 x 16 inch size woven wire riddle, reports Vice Commissioner Frederick C. Robertson.

The total yield of flax in Canada in 1918 was 6,055,200 bu.; compared with 5,934,000 bus. the year previous. Of this total production, the three prairie provinces, Manitoba, Saskatchewan and Alberta, produced 5,776,000 bus. in 1918 and 5,835,900 in 1917.

J. W. T. DUVEL has resigned from the Department of Agriculture in which he has been at the head of the work of grain standardization for several years past. In the present he will continue with Julius Barnes to render what help he can in handling of the present wheat crop.

COMMERCIAL STOCKS of wheat reported May 1, by the U. S. Department of Agriculture amounted to 98,873,147 bus. all being held by 9,857 firms, elvtrs., warehouses, grain merchants and wholesale dealers. These are nearly three times as large as the stocks held the same firms a year earlier, the percentage being 289.7% of the 1918 stocks. The figures cover the stocks actually reported. They do not represent the total commercial stocks in the country, nor include the stocks on farm.

Seeds

EVANSVILLE, IND.—H. J. Rankin, formerly of McKay, Reece & Co., of Nashville, Tenn., is now with W. H. Small & Co.

ALBANY, N. Y.—The bill of Assemblyman Hitter for a seed law, was opposed before Governor Smith by the seedsmen, and was voted.

THE CONGRESSIONAL free seed distribution provided for again in an appropriation of \$8,980, 95 members of the House being in favor of and 34 opposed to this graft.

RECEIPTS of kafir corn at St. Louis during a month of May were 36,000 bus. compared with 2,400 bus. in May, 1918; shipments in May were 12,530 with none in the corresponding month last year.

TORONTO, ONT.—Anton J. G. Simmers, one of the most prominent seed men of the province, died on June 4. He was born in Toronto and educated at Upper Canada College. In 1883 he and his brother, Herman, succeeded their father as heads of the J. A. Simmers Co., Ltd. He is survived by a daughter and five sons.—B.

THE SOUTHERN SEEDMEN'S ASS'N at its convention at Montgomery, Ala. May 26 and 27 elected the following officers: Pres., E. A. Martin, Jacksonville, Fla.; 1st v.-p., R. B. Buchanan, Memphis, Tenn.; 2d v.-p., Dick Bannon, Claremore, Okla.; sec'y-treas., F. Love, Montgomery, Ala., and field agent, F. H. Gardner, Montgomery, Ala.

SIDE-DRESSING of part of each farmer's crop of corn is recommended by J. W. Lenceroth of the Soil Improvement Com'te. Little fertilizer, especially phosphoric acid, will hasten the maturity of corn from a few days to two weeks and thus ensure ripe seed for next year. The fertilizer can be applied up to July first but of course the sooner it is put on the better. Of course where fertilizer is at hand it will well pay the growers to side-dress all the corn—but seed corn for next year is the vital problem.

TOLEDO, O.—Clover continues sensitive. Stocks are probably the smallest ever known which deprives the market of a balance wheel. July and August weather will largely decide the price. Present price discounts considerable. Italy is anxious to dispose of her surplus, but quality is not very attractive. She needs our money. England is carrying over some red, but France has very little. Will the signing of the peace treaty stimulate much demand from Germany and Austria for clover and timothy? Ocean space and credits will be important factors. May timothy has expired. Stocks here are very large, but in good hands. Hay crop promises very large. How much will be saved for seed?—C. A. King & Co.

TOLEDO, O.—Timothy seed has been quite active during the past week. There, however, has not been quite as much done in cash seed as last week. The stock here is still large, although a little is being shipped out right along. The difference between the price of cash and September looks rather big, but of course the carrying charge is quite an item, and September means timothy from the new crop. October sells under the September because some figure there might not be much of a movement of new seed until October. The largest holders of cash still seem to feel secure of their position, but that does not mean that they might not change their minds any moment, if conditions warranted. There is room for further advances which may come if we get a decided increase in the cash demand, or the crop news comes unfavorable. On the other hand if holders of cash and futures should become weary and sell out, a lower level of prices might prevail.—J. F. Zahm & Co.

THE IOWA SEED DEALERS ASS'N at its annual meeting at Des Moines, Ia., June 3, elected Geo. L. Kurtzweil, Des Moines, pres.; B. H. Adams, Decorah, vice pres.; A. M. Eldridge, Shenandoah, sec'y, and John T. Hamilton, Cedar Rapids, treas. The legislative com'te was directed to co-operate with the Iowa State College in drafting a law on seeds.

MALVERN, IA.—I have purchased the old Summers seed house property on the C. B. & Q., and for the past four months have been reconstructing it putting in machinery and other improvements. It will be equipped to clean all kinds of seeds. I will also handle feed, flour, salt, tankage, navy beans, potatoes, etc. The fire at my plant did very little damage beyond scarring the side of one of the grain bins.—P. Kilmartin.

TOLEDO, O.—Clover seed is at aristocratic price for this time of year. It makes former high prices look low. Highest previous May price for October clover was \$14.97 last year. It ended May at \$14.25. It ended June at \$13.60. The advance started in July-October, closed July at \$16.15, August \$19.50, September \$22.65, October \$24.00. Some steady advance. Final expiration was high for the season. June is not generally a bull month in seed. Prices usually show slight changes. Last two years there was a small net loss. Other years there was slight net gain. June scenery is usually fine. It is too early to tell about the outcome. A 50-50 month. A neutrality month.—Southworth & Co.

Missouri Seedsmen Organize.

The Missouri Seed Dealers' Ass'n is being organized with the following officers: Pres., D. I. Bushnell, St. Louis; vice-pres., Adolph Corneli, St. Louis; treas., Mr. Harnden, Kansas City; gen. sec'y, A. W. Schisler, St. Louis; district sec'ys, List Peppard, Kansas City, Mr. Ricketts, Springfield, and C. Chesmore, St. Joseph. Members of the Board of Governors are: Thos. Tobin, Kansas City, Chairman; R. W. Pommer, St. Louis; W. Wood, Springfield; Mitchell Hill, St. Joseph; and Mr. Archias, Sedalia.

The first meeting of the Ass'n will be held at St. Louis just previous to the opening of the American Seed Trade meeting in Chicago, the delegation going to Chicago in a body.

The charter members of the Ass'n are: D. I. Bushnell & Co., American Seed Co., United States Seed Co., C. E. Prunty & Co., Plant Seed Co., St. Louis Seed Co., Schisler-Corneli Seed Co., all of St. Louis; Harnden Seed Co., Missouri Seed Co., T. L. Adams Seed Co., J. C. Peppard Seed Co., Rudy-Patrick Seed Co., all of Kansas City; Archias Seed Store, Sedalia; Springfield Seed Co., and Wood-Beasley Seed Co., Springfield; Chesmore Seed Co., Mitchell Seed Co. and Farber Seed Co., St. Joseph; Tucker Seed Co., Carthage.

The purpose of the organization is to promote and assist in a greater farm production and better seeds for the farmers of Missouri.

REPORTS of heat damage to grain cargoes shipped from Philadelphia will be investigated by Inspector Regan of the Department of Agriculture. He is now on the Italian Steamship San Gerrano, which is loaded largely with bulk grain destined for Genoa and Naples. Temperatures will be taken every hour.

CHAS. J. BRAND, chief of the Bureau of Markets, who in recent years has been entrusted with the work of giving practical effect to the theories of government assistance to producers and handlers of farm crops, has resigned his office and it is said will manage a large private corporation handling produce and fruit.

American Seed Trade Ass'n to Meet at Chicago.

The thirty-seventh annual convention of the American Seed Trade Ass'n will be held at the Hotel Sherman, Chicago, June 24-26 inclusive.

The opening session will convene at 10 o'clock a. m., June 24. The program shows a number of speakers of national prominence. R. A. Oakley, U. S. Department of Agriculture, will talk on "The Needs for Critical Study in Seed Production"; Edgar A. Brown, also of the Department of Agriculture, will have for his subject, "Is Seed Trading Worth While"; "Our Seed Trade with European Countries" will be handled by W. A. Wheeler of the Department of Agriculture; Kirby B. White, of Detroit, Mich., will talk on "Concerning Article II"; Leonard H. Vaughan, of Chicago, has chosen "Commissions" for his topic, and "The Garden Army and Its Purposes" will be the subject of Lester S. Ivens, Bureau of Education, Washington, D. C.

The Missouri Seed Law.

Governor Gardner has signed the new seed law, which will go into effect Jan. 1, 1920.

The seed law requires the label on the sack to show the percentage of germination, and the date when tested.

The label must also show the percentage of purity or freedom from weed seeds and dead matter.

The label must also show the percentage by weight of weed seeds, and the name and number of the seeds of quack-grass, doddars, Russian thistle, wild carrot, sorrels, docks, wild onion, buckhorn and other varieties of plantain, if present in excess of the amount named in the law. Sale of seed containing Canada thistle is absolutely forbidden.

The new law requires the label to show the name of the state or country where seed was grown; for instance, "Grown in Missouri;" if unknown where grown, a statement must be made to that effect.

A farmer or grower can sell seed on his own premises without testing and labeling. However, he cannot advertise seeds for sale, nor ship same, nor make representations as to quality, except as he meets the requirements of the law.

Seed sold for food purposes, sold to merchants to be recleaned before being offered for seeding purposes, or when stored for recleaning, or not offered for sale for seeding purposes, do not come under the law.

The State Board of Agriculture will be the administrator.

RECEIPTS of wheat from farms, week ending May 23, 2,505,000 bus. against 2,230,000 bus. a year ago. Total stocks in country elevators, mills and terminals, 74,489,000, against 29,117,000 bus. a year ago, a decrease of 8,798,000 bus. the decrease in the corresponding week a year ago being only 2,117,000 bus.

Seed Movement in May.

Receipts and shipments of flaxseed, timothy and other grass seeds to and from the principal markets during May with comparative figures for May, 1918, were as follows:

| FLAXSEED. | | | | |
|--------------------|-----------|-----------|-----------|-----------|
| | Receipts | | Shipments | |
| | 1919. | 1918. | 1919. | 1918. |
| Chicago, bus. | 128,000 | 17,000 | ..... | ..... |
| Minneapolis, bus. | 436,000 | 349,230 | 42,150 | 29,300 |
| Duluth, bus. | 278,323 | 168,942 | 304,495 | 225,297 |
| Ft. Wm., bus. | 151,782 | 121,335 | 309,606 | 2,264,130 |
| New York, tons | 84,400 | ..... | ..... | ..... |
| TIMOTHY. | | | | |
| Chicago, lbs. | 2,398,000 | 1,250,000 | 1,817,000 | 147,000 |
| New York, bags | 300 | ..... | 20 | ..... |
| CLOVER. | | | | |
| Chicago, lbs. | 88,000 | 298,000 | 18,000 | 246,000 |
| New York, bags | ..... | ..... | 1,835 | ..... |
| OTHER GRASS SEEDS. | | | | |
| Chicago, lbs. | 1,357,000 | 1,106,000 | 951,000 | 475,000 |

A Large Installation of the Midget Mill.

Just as the early automobiles were made without templates and each part was separately made and fitted by costly mechanics so it has been with many of the flour mills, and like them the composite mill required an expert to keep it running. The modern way has been adopted by the Anglo-American Mill Co. in putting out a self-contained complete mill made to get results at the lowest cost of time, labor and attention.

So successful have been some of the earlier and smaller installations that larger sizes of these mills are being demanded. At Vinita, Okla., for example, the Drennan Grain Co. bought and installed a Midget Marvel Mill of 50 barrels daily capacity, and recently purchased a second 50-barrel unit of the same make, making the respectable capacity of 100 barrels per day.

Shown in the engraving herewith is the plant and the 20,000-bu. elevator. Vinita has a population of 6,000 and there seemed no good reason to the grain company why the wheat grown locally had to be shipped out and flour hauled back, paying freight both ways. It has been able to dispose of all the flour and feed locally.

Before going to the mill the wheat is thoroughly cleaned by a milling separator and two Anglo-American Double Scourers. For corn grinding the plant has two 8x18 double roller mills and two reels. The grain elevator has a corn sheller in the pit and a corn cleaner in the cupola.

Machinery versus Man.

The above is the title of the new book just issued by the Richardson Scale Co., Passaic, N. J., to explain the details of its automatic scale to prospective customers. In the opening statement the author brings out an important industrial fact, namely, "When a thing has to be done but once it must be done by man. If it must be done often, you cannot beat doing it by a machine."

This statement applies in all mechanical processes and scales are no exception. It is impossible here to give a complete detailed description of this book as space does not permit; but we will say that it is the most complete description of the purposes and actions of an automatic grain weighing scale

we have ever seen, and it seems to cover every point a buyer might inquire about. The illustrations are numerous and instructive and the reduced blue prints of locations of automatic scales in various types of elevators suggest the best plan to meet the varying conditions found in the trade. This book will be sent free to readers of the Journal.

Food For All, Says Hoover.

Grain dealers and other close students of the food situation have known for some time that there is more and will be more than enough foodstuffs to go round, but the announcement by Herbert Hoover at Paris, June 3, will perform a useful service in allaying the periodic public mania for buying up food excited by fear of scarcity.

"The available breadstuffs to Europe from the producing countries will probably lie between 770,000,000 and 850,000,000 bushels," says Hoover. "It would appear, therefore, that the world's bread budget will balance next year but within narrow margins. In any event the present indications are that the American bumper wheat and rye crops will be needed. The principal importing European governments have all guaranteed their farmers prices at higher levels than the American guaranty and all are involved in bread subsidies. There will not be much likelihood of large private trade in wheat next year outside of government buying."

"With peace all European states can manage their own transportation and distribution and therefore continuance of the world's food control as it exists today is unnecessary. In fact, each of the new governments has, under our encouragement, not only established its own food administration, but they also are establishing buying commissions abroad in preparation for handling their own buying and transport problems the moment peace is signed."

THE AMERICAN CORN Millers Federation, which was to have held a convention June 9 and 10, has postponed the date.

A BILL introduced in congress by Representative Wheeler of Illinois levies a tariff of 25c a bushel on wheat importations, 15c on corn and oats and 10c on rye. This is the result of agitation by Illinois farmers who want protection against Argentine corn.

Careless Work of Federal-Licensing Inspectors.

It seems conclusive that not sufficient care is exercised in licensing grain inspectors, although Government supervision has been in effect ever since the Department of Agriculture took the grain inspectors under its wing. The farmers and grain handlers still are suffering from the poor work of the federally licensed inspectors.

Conditions have become so bad that the Public Service Commission of the State of Washington has demanded the resignation of J. J. Geehan, chief deputy at Tacoma; S. Kennedy, inspector at Tacoma, and James Cunningham, chief deputy inspector, licensed by the federal government to act as inspectors.

On complaint by W. H. Paulhamus the state commission will hold an investigation of Spokane into charges that a car of barley by him contained several sacks of worthless chaff that had escaped inspection. Paulhamus alleges the car had been "stovepiped." The defense of the inspectors is that the sacks of screenings had been placed in the car after the seals were broken. Irregularities are charged in the use of samples furnished by dealers.

France to Discontinue Crop Purchases.

Purchasing the entire French wheat crop by the government it is thought will soon be discontinued since the passage of the new finance bill. This will do away with an expenditure of 5,000,000,000 francs, 2,000,000,000 of which is a clear loss to the government.

The guaranteed price of wheat in France has been equal to \$3.93 per bu. which the government paid the farmer, re-selling the wheat to the mill at a lower cost. The government absorbed the difference on imported wheat between the actual cost laid down in France and the ultimate cost of flour to the consumer, which, for the past two years, amounted to about \$350,000,000 annually.

This same principle has been pursued in Italy and England. In Italy the guaranteed price was from \$3.73 for soft wheat to about \$4.25 for hard. In England, the guaranteed price was only \$2.15 to the producer, but the high cost of imported wheat was absorbed by the government, the loss on both the imported and domestic wheat amounting to about \$300,000,000 annually.



Grain Elevator, Midget Marvel Mill and Warehouse of Drennan Grain Co., at Vinita, Okla.

Supply Trade

WHEN WRITING ad-copy, don't forget to emphasize the selling point.

MOST MEN know their business from within, but the wise ones also know it from without.—The Ad-man.

A GREAT THING in business is to know what the buyer thinks—science is showing many ways of determining this.

THE TRADE PAPER is the most valuable of advertising mediums because it reduces waste circulation to a minimum.

YOUR PERSONALITY expressed by advertising in the leading trade paper, will save you dollars when hunting for business.

BOSTON, MASS.—Stockholders of Fairbanks Morse & Co. have voted to increase the capital stock from \$4,500,000 to \$12,000,000.

DAYTON, OHIO.—The National Cash Register Co. has modified its register so it is possible to handle either cash or charge items.

ONE OF THE BIG mistakes made by Napoleon was his refusal to see a man with a new proposition—it does not pay to "know it all."

CHICAGO, ILL.—The Link-Belt Co., have opened a down-town office at 910 So. Michigan Ave. for the convenience of their customers.

OMAHA, NEBR.—Frank J. Creedon and David Swain have taken over the sale of the Trapp Dumping System in Nebraska, for the Trapp-Gohr-Donovan Co.

CANTON, OHIO.—The Stark Rolling Mill Co., announces the appointment of George F. Scott as district manager at Chicago with headquarters in the Marquette Bldg., so that Thomas F. Murphy has been made district manager at Canton.

OMAHA, NEBR.—G. B. Corbett, formerly with the Attica Mills, Attica, Kans., is now traveling for the Trapp-Gohr-Donovan Co., in southwestern Kansas and part of Okla.

MANUFACTURERS are pleased when salesmen talk to half a dozen prospects in a day, but the Grain Dealers Journal enables you to talk to several thousand semi-monthly.

MIDDLETOWN, OHIO.—The American Rolling Mill Co., manufacturers of ARMCO have recently opened an office in Houston, Texas which will be in charge of J. P. Carvin.

ATLANTA, GA.—Chas. G. Sherman, formerly manager here for the Main Belting Co., of Phila., Pa., has gone to Chicago to join the sales force of the Imperial Belting Co.

PHILADELPHIA, PA.—L. L. Gerstenberger, formerly Sales Manager of the Main Belting Co., this city, has been made asst-sales manager of the Imperial Belting Co., with office in Chicago.

DAYTON, OHIO.—As an indication of the condition of trade, the reports of the salesmen of the National Cash Register reveal that the orders are far exceeding the quota planned by this organization at the first of the year.

OMAHA, NEBR.—The Chicago Great-Western R. R. Elevator here (1,040,000 capacity) has recently had its metal work painted with Dixon's Silica-Graphite Paint. This paint was selected after a high efficiency test to determine both the durability and the cost per year service, and its adoption indicates the high quality of this paint, which is now obtainable in every city.

WICHITA, KAN.—A. G. Click, traveling representative of the Richardson Scale Co., is nursing a broken right fore arm as the result of an altercation with his Ford, recently. He had finished his work at a station and was ready to go to the next town, but apparently the 4d wanted to hang around a little longer; and it took one of the means at hand to accomplish the purpose.

LAWRENCE, KANS.—Bowersock Mill & Power Co., has just contracted for nine Trapp auto dumps to be installed at their elevators at Fairview, Okla., Cherokee, Okla., Kiowa, Sterling, Murdock, Cheney, Hazelton, Adams and Lawrence, Kans.

CHICAGO, ILL.—The National Gas Engine Assn. held its annual convention June 2 and 3 and it was a very representative gathering. The subjects took up the various matters comprehensively. Mr. Johnson of Waterloo, Iowa, spoke upon the possibilities of the development of transportation and pointed out that while we were improving our merchant marine, we should not neglect our internal transportation problems. F. R. Todd of Moline, Ills., spoke upon the trade outlook and showed that the trend of price following the Civil and Franco-Prussian wars were not downward for two years. The question of fuel economy was also touched upon and means suggested for its improvement. The following officers were elected: Pres., L. M. Ward, Cushman Motor Co., Lincoln, Nebr.; 1st vice-pres., Theo. Menges, Associated Mfgs., Waterloo, Iowa; 2nd vice-pres., Henry Kennedy, Lalley Electro-Lighting Co., Detroit, Mich.; Executive committee: DeForest Richard, Alamo Farm Lighting Co., Chicago, Ills.; F. E. McKee, Manning, Maxwell & Moore, New York and Geo. Cormack, H. C. Domon Co., Oshkosh, Wis. The treasurer, O. M. Knoblock, Chicago, Ills. was re-elected unanimously. The secretary was left to be appointed by a special committee and he will hereafter be a salaried officer with headquarters in Chicago.

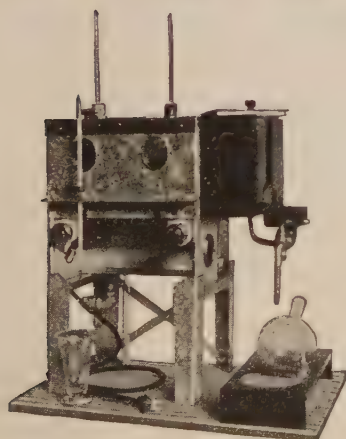
W. G. GOODENOW, who has been associated with Mr. Thomas in his milling investigations of the Department of Agriculture for three or four years, has resigned his position and has accepted a place with the Portland Flour Mills Co., of Portland, Ore. Mr. Goodenow will begin work at his new position on June 10.

LATE CORN PLANTING

Means immature corn and work for

HESS DRIERS

Place your orders early. Hess Driers are not built in a day.



This electric-heated, official Brown-Duvel Moisture Tester complete, with strainer oil tank and self-measuring oil faucet

\$40.00

Supplied also for alcohol or gas, with glass or copper flasks.

A full line of accessories for the tester at lowest prices

OUR NEW TESTER SCALES FOR WEIGHING SAMPLES, \$5.00

Hess Warming and Ventilating Co.

907 Tacoma Building, Chicago

Supreme Court Decisions

Arbitration.—The mere averment that the board did not fully and carefully investigate and consider all the matters and things relating to the controversy is not such a charge of fraud as to impeach the award of arbitrators.—*Washington Nat. Bank v. Myers*. Supreme Court of Kansas. 180 Pac. 268.

Connecting Carriers.—Where goods are shipped on a thru B/L over several connecting lines, a receipt for the freight, either by the initial or terminal carrier, is a discharge of the shipper binding on all the carriers.—*Reidsville Paper Box Co. v. Southern Ry.* Supreme Court of North Carolina. 99 S. E. 23.

Order No. 50 Invalid.—Order of Director General of Railroads (General Order No. 50), as to amending pleadings in pending actions and suits against any carrier company by substituting the director general as party defendant, outlines a course of procedure amounting to a denial of due process of law.—*Vaughn v. State*. Court of Appeals of Alabama. 81 South. 417.

Contract Illegal when No Intention to Deliver.—Where the intention of the parties in a contract for the sale of cotton was that no actual cotton should ever be delivered by the vendor or received and paid for by the vendee, the contract is illegal under Pen. Code 1911, arts. 536, 539, prohibiting dealing in cotton futures.—*P. T. Talbot & Son v. Martindale*. Court of Civil Appeals of Texas. 211 S. W. 302.

Void Limitation of Carrier's Liability.—Limitation of liability for loss or injury to shipment occurring on the line of a connecting carrier is invalid under the Carmack Amendment (U. S. Comp. St. § 8604a), authorizing action against a receiving carrier which by section 8604aa is given its remedy over against the carrier causing the loss.—*Reidsville Paper Box Co. v. Southern Ry.* Supreme Court of North Carolina. 99 S. E. 23.

Jurisdiction in Suit for Misrepresentation of Seed.—Where broom corn seed was purchased to be delivered in the county of plaintiff's residence, in which county alleged fraudulent representations as to the kind and quality of the seed were made, the courts of that county on a plea of privilege by defendant corporation must be held to have jurisdiction of a suit for damages for fraud and deceit regardless of any defenses which defendant, though a nonresident of the county, might make as to the merits.—*Texas Seed & Floral Co. v. Hairrill*. Court of Civil Appeals of Texas. 211 S. W. 539.

A seed lien statement under (section 6852, C. L. 1913) which is signed by the vice president of a bank, and which directly claims a seed lien in favor of such bank, and which further states the kind and quantity of seed furnished, its value, and the name of the person to whom furnished, and a proper description of the land upon which the same was sown, substantially complies with the statute, as against the objection raised that the lien statement does not show affirmatively that the bank furnished the seed or possessed any interest in the grain.—*Bovey-Shute Lumber Co. v. Thomas*. Supreme Court of North Dakota. 171 N. W. 859.

Restoration of Side Track by Railroad.—An order of the Illinois Public Utilities Commission, after notice and hearing, requiring a railroad company to restore a side track passing an individual's elevator and coal yard, does not take its property for private use, or for public use without compensation, in contravention of the due process clause of the Fourteenth Amendment, the track before its removal being one which the State impressed with a public character; *Hurd's Rev. St. 1916, c. 111a, § 45*, under which its restoration is ordered, containing provisions, whereby it will retain that character and be open to use by other shippers, and finding of the commission that the cost is justified by the business to be reasonably expected being sustained by the state Supreme Court.—*Lake Erie & W. R. Co. v. Utilities Commission of Illinois ex rel. Cameron*. Supreme Court of the United States. 39 Sup. Ct. Rep. 345.

Notice of Claim and Time for Suit.—In view of Cummins Amendment to Interstate Commerce Act, approved March 4, 1915 (U. S. Comp. St. §§ 8592, 8604a), under bill of lading providing that, except where loss is due to damage while loading or unloading, or damage in transit by carelessness, claims must be made in writing at point of delivery or origin within four months after delivery, etc., and that suits for loss or damage, notice of which is not required, and which are not made in writing to the carrier within four months as above specified, shall be instituted only within two years after delivery, etc., in cases not involving damage in transit, notice of claim must be filed with carrier within four months as specified; the short statute of limitations not applying in such cases where the notice is filed, and in all other cases suit must be instituted within two years.—*Bell v. N. Y. C. R. Co.* Supreme Court of New York. 175 N. Y. Supp. 712.

Buyer's Waiver of Conditions of Sale.—Where defendant, a Chicago concern, contracted to sell malt packed in burlap bags at \$1.54 a bushel, f. o. b. cars New York, lighterage free, plaintiff could waive provisions that delivery was to be f. o. b. cars New York, and that lighterage was to be free, which were for its advantage, and offer to accept delivery at Chicago; contract not being thereby changed, so that defendant was required to do something different. Where only purpose of requiring export licenses and steamer permits had to do with transportation of malt sold, when buyer waived requirement of delivery in New York and assumed burden of transportation from Chicago, where seller was located, requirement that such licenses and permits should be furnished in time to enable seller to make shipments from Chicago had no further potency.—*Lekas & Drivas v. Albert Schwill & Co.* Supreme Court of New York. 175 N. Y. Supp. 708.

Concrete Mill Elevator at National Capital.

Millers desiring to store wheat for their grinding make it a point to keep the grain in the best condition, and many are adopting concrete storage. One of the most substantial of the mill storages recently completed in the Eastern States is that of the Wilkins-Rogers Milling Co., at Georgetown, D. C., shown in the engraving herewith.

The new storage annex consists of four circular bins, 12 ft. 9 ins. inside diameter, 82 ft. 6 ins. high to the top of roof slab. The interstice bin formed by the four circular bins is used for storage, as is also the interstice bin formed where the new building joins the old.

Resting on solid rock it was necessary to remove a portion of the hill at the rear of the old building to obtain sufficient room for the new annex. The additional bins now give the milling company a total storage capacity of 55,000 bus.

The firm's first concrete elevator was built in 1916; and besides the new annex the firm is having built a reinforced concrete raceway for the water wheel, reinforced concrete warehouse, bagging plant and garage. All of this work was done by the contracting engineers, Deverell, Spencer & Co.

HARD ROADS are already under construction in eight counties in Kansas, the cost of which will be \$1,200,000. Some of the roads are 18 feet wide, the greater part are of concrete, but there are some of brick. A number of contracts will be let soon.



Concrete Mill of Wilkins-Rogers Milling Co. at Georgetown, D. C.

Feedstuffs

ALL RESTRICTIONS on cottonseed or its products, including lard substitutes, have been cancelled, effective May 31.

BEATRICE, Neb.—The Alfalfa-Maize Milling Co. of Plattsmouth is promoting the erection of a modern alfalfa plant here.

PEORIA, Ill.—The American Milling Co. is building its plant, near South Bartonville, which burned some time ago. It will be 18 feet higher than the main building.

"BEVO" is the trademark registered by the Heuser-Busch Brewing Ass'n., St. Louis, Mo., for its animal feed. Specifically Steam-Boiled Brewers' Grains, under serial number 6,454.

"RED H," printed in red, with a hen standing behind the "H," is the trademark registered by the H. L. Halliday Milling Co., Cairo, Ill., for its horse and mule feed. Its serial number is 112,301.

CAIRO, ILL.—The Roberts Cotton Seed Oil Co. is rebuilding that part of its plant that was damaged by fire and will build a new steel and concrete warehouse to cost \$50,000. A. Stinson of Chicago has the contract.

STOUCX CITY, IA.—The Alfalfa & Cereal Milling Co. is now ready for business, with offices in the Grain Exchange Bldg. It has several options on mill sites, but no location has been chosen. Alfalfa and molasses feeds for livestock and cereals of all kinds will be manufactured.

MEMPHIS, TENN.—Twice in one week, the plant of the Superior Feed Co. was threatened by fire. The first occurred early in the morning and did damage to the amount of \$2,500. The second started in a feed bin two days later, but the loss was not quite so great.

EAST ST. LOUIS, ILL.—Edw. Solfsberg, head of the Golden Grain Milling Co., died recently as the result of a stroke of apoplexy. He was stricken while at the Elks' Club complaining of being ill, but started in company with a friend to drive his car home. Just as he was turning in at his home, he collapsed. He was a bachelor and leaves a mother and a sister.

WICHITA, KAN.—The capacity of the plant of the Otto Weiss Milling Co. is being doubled by the erection of additional grain bins, tanks and grain storage. A large fireproof addition will be built to the warehouse and improvements will be made tending to eliminate the dust created by grinding alfalfa. Improved methods in use at other large mills will be adopted in the manufacture of molasses mixed feeds. The alterations will cost about \$30,000.

DESTRUCTION of the germ or life of any feed seed is made compulsory before the sale or distribution of concentrated commercial feedstuffs used for feeding live stock is permitted in Wisconsin. This may be done by grinding, or otherwise. The penalty for violation is a fine of not less than \$100 nor more than \$500. Retailers, who are unable to ascertain the presence of these by exercising reasonable care do not come under the provisions of the act.

BUFFALO, N. Y.—The annual meeting of the New York State Feed Manufacturers Ass'n. was held here May 23, at the Statler Hotel. Election of officers resulted as follows: Pres., F. A. McLellan, Buffalo; first vice-pres., A. C. Palmer, Waverly; second vice-pres., E. W. Elmore, Oneonta; treas., Maxwell N. Nowak, Buffalo; sec'y., Fred E. Pond, Buffalo; members of the Executive Com'tee, F. A. McLellan, P. R. Park, A. M. Cooke, O. E. M. Keller and D. H. Grandin.

THE HEADS of a horse, a cow, a sheep and a hog in a circular frame is the trademark registered by the Armour Grain Co. of Jersey City and New Jersey, and Chicago, Ill., for its stock feed. Its serial number is 112,018.

Oil Cake Prices in England.

In Parliament recently it was stated by Mr. McCurdy that "The price of Indian linseed cake is at present £12 to £13 per ton, f. o. b., Calcutta. Dealing in linseed and other cattle cakes is no longer controlled, and traders desiring to import this cake from India can obtain adequate facilities for doing so."

Viscount Wolmer asked the Food Controller whether he can state the price of cotton cake purchased in Egypt free on board, the cost of freight to England, and the price at which it is sold plus ship London to merchants?

Mr. McCurdy: The price of Cotton Cake in Egypt, which is controlled by the Egyptian Government, averages 105/- a ton free on board Alexandria. The freight charged to the Ministry of Food is 62/6 per ton; other charges amount to 25/- per ton. The cake is not sold "ex ship" but "ex quay," and the price charged to merchants is £15 per ton. The case of Egyptian cotton cake cannot, however, be considered by itself, since it has been necessary for the Ministry of Food to purchase the remainder of its supplies in far more expensive markets, and the profit obtained on the sale of Egyptian cake has been used in reduction of the price of other cake to the consumer. I may add that the amount of Egyptian cotton cake imported since September, 1918, is 23,000 tons, and the amount of the more expensive cake imported since the same date is 70,000 tons. It was only by the importation of the latter amount that the Food Controller was enabled to relax the severe rationing system of feeding stuffs to animals.

Hearings on Grain Warehouse Regulations.

Hearings on the proposed rules and regulations for grain warehouses under the United States Warehouse Act will be held in 15 cities from June 9 to July 5, with final hearings at Washington beginning July 10.

A draft of the proposed rules and regulations has been distributed to interested persons and firms, and together with the Warehouse Act, will form the basis of the discussions. The representations made at the several hearings will be taken into consideration by the Secretary of Agriculture in formulating the final rules and regulations to govern the warehouse service. Those who can not attend the hearings may send written communications in regard to the proposed rules and regulations to the Chief of the Bureau of Markets, Washington, D. C.

All hearings will be presided over by the Chief of the Bureau of Markets, or other representative of that bureau.

The final hearings in Washington will be held in room 411 at 1358 B Street, S. W., beginning at 10 a. m., July 10.

The places and dates of the field hearings are as follows: June 9, at Grunewald Hotel, New Orleans, La.; June 11, Planters Hotel, St. Louis, Mo.; June 13, Sherman Hotel, Kansas City, Mo.; June 14, Fontanelle Hotel, Omaha, Neb.; June 17, Utah Hotel, Salt Lake City, Utah; June 18, Chamber of Commerce, San Francisco, Cal.; June 19, at Owyhee Hotel, Boise, Idaho; June 21, Multnomah Hotel, Portland, Ore.; June 23, Chamber of Commerce, Seattle, Wash.

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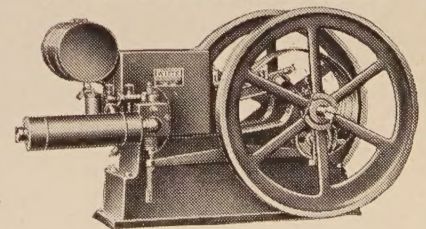
Feedstuffs Movement in May.

Receipts and shipments of feedstuffs at the various markets during May, compared with May, 1918, were as follows:

| | Receipts | | Shipments | |
|---------------------|------------|------------|------------|------------|
| | 1919. | 1918. | 1919. | 1918. |
| Chicago, lbs. | 41,284,000 | 55,524,000 | 66,343,000 | 36,550,000 |
| Cincinnati, tons | 4,290 | ..... | ..... | ..... |
| Minneapolis, tons | 11,276 | 3,781 | 69,218 | 51,462 |
| New York, tons | 1,783 | ..... | ..... | ..... |
| St. Louis, sacks | 120,520 | 95,600 | 199,010 | 38,670 |
| San Francisco, tons | 193 | 234 | ..... | ..... |

PREMIUMS amounting to \$10,000 are being offered by the Chicago Board of Trade to exhibitors of grain and hay at the International Livestock Exposition to be held in Chicago the first week in December, with the object of stimulating the production of grain and forage.

Reduced Prices



WITTE Kerosene Engines

Elevator builders and owners will be interested in my new reduced price list—just out. Engines fully equipped, with every improvement. A high-grade elevator engine that costs less to buy, and less to run. Get our big new catalog and prices for immediate shipment. Quality Guaranteed.

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Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

C. & A. in tariff No. 1614-E cancels No. 1614-A giving joint and proportional freight tariffs applying on grain in carloads from stations in Illinois on its line to Cairo, Ill. and points in Illinois on the M. & O. R. R. effective, June 30.

C. & A. in Sup. No. 9 to Tariff 1582-C gives rates on grain and grain products from Kansas City, Mo., and points in Missouri, to Arkansas, Louisiana, Missouri west of the Mississippi River and Texarkana, Ark. and Texas, effective June 20.

C. P. & St. L. in connection with participating carriers, in tariff No. 8421-A cancels G. F. O. No. 8421, naming local and joint freight rates on grain products in carloads from Alton, E. St. Louis, Edwardsville, Ill., and St. Louis, Mo. to points in Illinois, Indiana, Iowa and Missouri, effective, June 30.

C. B. & Q. in Sup. No. 31 to C. B. & Q. G. F. O. No. 3457-G, Q. O. & K. C. Circular No. 112-H cancels Sup. No. 30, giving local and joint freight rates, rules and regulations including reconsigning rules, restrictions as to acceptance of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars, refrigeration, etc., effective June 15.

C. & A. and participating carriers in Tariff No. 1620-C, cancels Tariff No. 1620-B, giving joint and proportional rates applying on grain products in carloads from Alton, Bloomington, E. St. Louis, Granite City, Lincoln, Lockport, Pekin, Peoria, Springfield, Venice, Ill. and St. Louis, Mo. to stations on lines of carriers named in tariff in Illinois, Iowa, Minnesota, Missouri and Wisconsin, effective, June 20.

C. & A. in connection with participating carriers in tariff No. 1602-E cancels tariff No. 1602-D, gives proportional freight tariff, naming rates on grain and grain products in carloads, from Kansas City and St. Joseph, Mo., when originating at other points, or when milled at Kansas City, or St. Joseph, from grain originating at other points to stations on its line and its connections in Illinois, Indiana, Iowa, Michigan, Missouri, Ohio and Wisconsin, effective, June 20.

C. & A. and participating carriers in Tariff No. 1574-F, cancels tariff No. 1574-E giving joint and proportional rates on grain, grain products, seeds, hay and straw, in carloads, from Kansas City, Mo. when originating beyond, also Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mayview, Mexico, Odessa and Slater, Mo. and stations in Missouri to Cairo, Ill., and Cincinnati, O., Evansville, Ind., Jeffersonville, Ind., and Louisville, Ky., also Mississippi Valley points and stations in Alabama, Louisiana and Mississippi, effective June 20.

C. & E. I. in connection with participating carriers in Sup. No. 10 cancels Sup. No. 9 to tariff No. 622-D of local joint and proportional rates on grain and grain products also broom corn, corn cobs and seeds from stations on its line to points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, Virginia, West Virginia, Wisconsin and points in the Dominion of Canada, effective, June 27.

A. T. & S. F. and connecting lines in Sup. No. 65 cancels Sups. Nos. 58 and 62, issued in lieu of Sups. Nos. 63 and 64 rejected by the commission, to tariff No. 5588-J names local, joint and proportional rates on grain and grain products in carloads between points in Kansas, Colorado, Missouri and Oklahoma, also Superior, Neb. and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points, also basis for making thru rates to or from Omaha, South Omaha, Lincoln, Neb., Council Bluffs and Sioux City, Ia. also distance rates between stations in Kansas; stations in Oklahoma and stations in Kansas; also Superior, Neb.; Joplin, Mo.; stations in Kansas; and Superior, Neb. and Joplin, Mo., effective, June 18.

C. P. & St. L. in tariff No. 8268-I cancels tariff No. 8268-H naming local and joint freight rates on grain and grain products between stations on its own and connecting lines, also between stations on its line and St. Louis, Mo., effective, June 30.

C. B. & Q. in Sup. No. 32 to C. B. & Q. G. F. O. No. 3457-G, Q. O. & K. C. Circular No. 112-H cancels Sup. No. 29 giving local and joint freight rates, rules and regulations, including reconsigning rules, restrictions, as to acceptance of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars, refrigeration, etc. The rules and charges governing grain, seed (field), seed (grass), hay or straw, carloads, held in cars on track for inspection and disposition orders incident thereto at billed destination or at point intermediate thereto in Supplement No. 16 to C. B. & Q. I. C. C. No. 11444 (Supplement No. 18 to G. F. O. No. 3457-G), are further suspended until September 1, 1919. Pending restoration, reissue or cancellation of above, charges named in C. B. & Q. I. C. C. No. 11444, C. B. & Q. G. F. O. No. 3457-G, and effective supplements thereto, will remain in force, unless lawfully changed or revised.

The Explosion at the Smith-Parry Elevator.

An explosion of dust at 11:15 a. m., May 29 in the grain elevator and feed mill of Smith, Parry & Co., Milwaukee, Wis., tore a gaping hole in the concrete walls, blew out part of the roof, wrecked the interior, killed three men and injured four others.

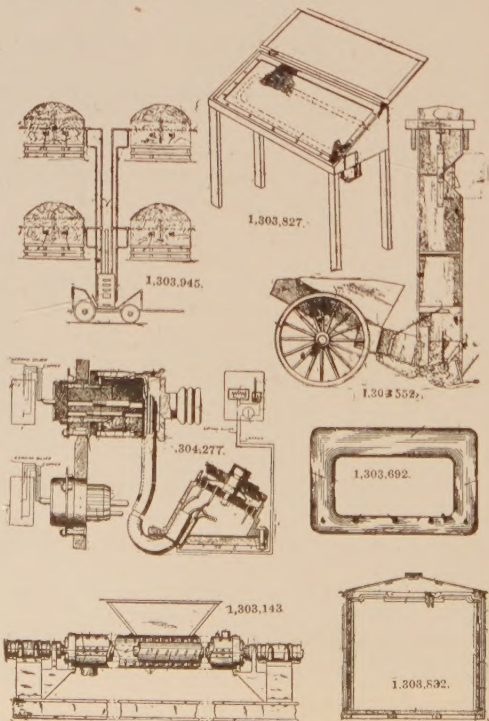
The body of Joseph Jereczek blown thru a window fell in a field 75 feet away. Debris was scattered over buildings in the vicinity.

Officials of the firm believe that the explosion originated on the second floor in an attrition mill.

What remained after the explosion was badly damaged by a fire that swept unchecked thru the plant, because of lack of water in the vicinity. Water was obtained by pumping it out of a creek several hundred feet away.

The plant was comparatively new, and was covered by \$152,400 insurance, the loss being estimated at \$100,000. The firm carried also \$48,000 explosion insurance.

GRASSHOPPERS in McLean Co., N. D., will be poisoned. Fifteen cars of bran, a car of lemons and \$43,000 worth of arsenic will be used in a mixture which will be sprinkled over the fields.



Patents Granted

1,303,945. Apparatus for Curing Hay, and the Like. Perry J. Nichols, Rockford, Ill. This apparatus is a combination of a heat distributing means embedded in hay, a pipe having a perforated covering to permit the passage of air thru, but to prevent the entrance of chaff and the like, and an adjustable carrier by one end.

1,303,692. Sack-Lifter. Henry C. Link, St. Paul, Cal. It comprises a rectangular frame, sides all lying in substantially the same plane, one side forming a hand hold, the opposite side having a plurality of short prongs projecting substantially at right angles from its face, forming V-shaped faces between the hooks on the side of the frame above, whereby the hook will engage a sack and support it, holding it in a substantially vertical plane.

1,303,832. Grain-Door for Cars. Valentine Miller, Fonda, Ia. In this door, the jamb is formed with vertical grooves, and angle plates formed with transverse notches; separate sections mounted to slide vertically between the jambs with headed studs which travel in the grooves; and angle plates fixed to the overlying end portions of the door sections formed with transverse notches overlapping the times the notches in the angle bars.

1,304,277. Electrical Thermometer System. Leonard H. Des Isles, Chicago, Ill. This is the combination of a plurality of groups of thermo-electric junctions, each group having separate independent set of different metal leads, a common comparison junction, a galvanometer and means for separably connecting the members and switch mechanism for detachable connecting the different metal leads of each said groups and individual junctions thereof to the comparison junction and galvanometer.

1,303,143. Scouring-Machine. Henry A. Portland, Ore. This machine is an elongated case, with a coaxial cylinder rotating relatively inside, the interior of the case and the periphery of the cylinder being provided with co-operating series of ribs having extended flat surfaces, the ribs of one series being disposed substantially at right angles to the axis and so relatively arranged that when the cylinder is rotated, the edges of its ribs will pass the ribs of the case opposite by a distance equal to the thickness of a kernel of grain.

1,303,827. Seed-Tester. George Smit, Fergusburg, Ia. This consists of a rectangular earth receiving receptacle with four legs, the upper edges of the end walls of which are inclined from the rear wall to the relatively front wall; inwardly extending and apertured offset marginal flanges formed on the upper edges of the walls with a wire mesh grate secured to them; a transparent cover hinged to the flange on the rear wall and removably supported by all the flanges at the inner portion means for contributing heat which passes through the receptacle arranged parallel to the cover.

1,303,552. Elevator for Corn, Etc. John Gilman, Ottawa, Ill., assignor to King & Hiltion Co., Ottawa, Ill., a corporation of Illinois. This elevator is a combination of an outer casing, an endless conveyor inside, a hopper at its top and two ends, the outer end wider than the casing so as to embrace the rear end of a wagon bed being dumped and the inner end narrowed substantially to the width of the conveyor, pivoted to the casing so it may be folded with its bottom parallel to and in contact with the elevator casing, or extended horizontally therefrom at varying angles to receive the corn from the wagon bed. It has a rectangular bottom portion extending from the outer to the inner end of the hopper, with the extended across its upper face adapted to reciprocate between the stationary conveyor sides, spring connections between the sides of the elevator casing and the hopper to hold the latter in contact with the bottom of the end of the wagon bed; means for driving the hopper and reciprocating the bottom portion of the hopper.

OPPONENTS of the daylight saving act were unsuccessful in getting an amendment for repeal.

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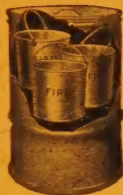
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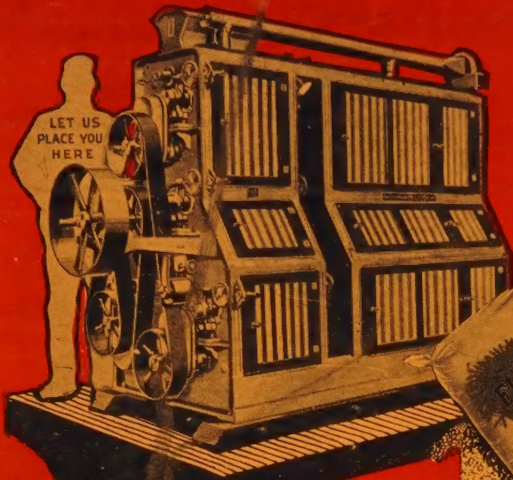
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WHY not make the big profits from your wheat—the milling profits—and further profits by saving the freight on both the wheat out and the flour in. You can do this with the new money making

The AMERICAN "MIDGET MARVEL" MILL

One man without previous milling experience can operate this wonderful self-contained roller mill. Requires small space and power. Its high yield of creamy, white flour retains the sweet, natural flavor of the wheat berry and bakes into a better more nutritious loaf of bread. It makes "A BETTER BARREL OF FLOUR CHEAPER."

You have the grain, storage capacity, handling machinery power. You also have, or could easily put up the necessary building for this mill, as it requires very little space. You could have an all year, most profitable business by installing this modern American (Midget) Marvel Mill.

Over 1600 now in successful operation in this country. Many of them are in connection with Elevators.

The Drennan Grain Co., one of the largest grain dealers in Oklahoma installed one of our 50 bbl. mills in their elevators at Vinita, Okla. and found it so profitable that they have now put in another one of our 50 bbl. units in the same plant.

The Mansfield Mill & Elevator Co. of Mansfield, Texas are now operating two of our mills. They originally started with one 50 bbl. unit.

The Farmers Mill & Elevator Co. of Assaria, Kansas, are now operating two of our 60 bbl. units.

You can pay for one of these mills out of the profits in less than a year's time. Most of our customers are actually doing this. When you buy an American (Midget) Marvel Mill, our free SERVICE DEPARTMENT, composed of Expert Millers, guide you in the operation of your mill. Our book "Confidential Selling Plans" gives you valuable information on how to conduct the milling business. You also have the privilege of using as your own, our nationally advertised brand

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